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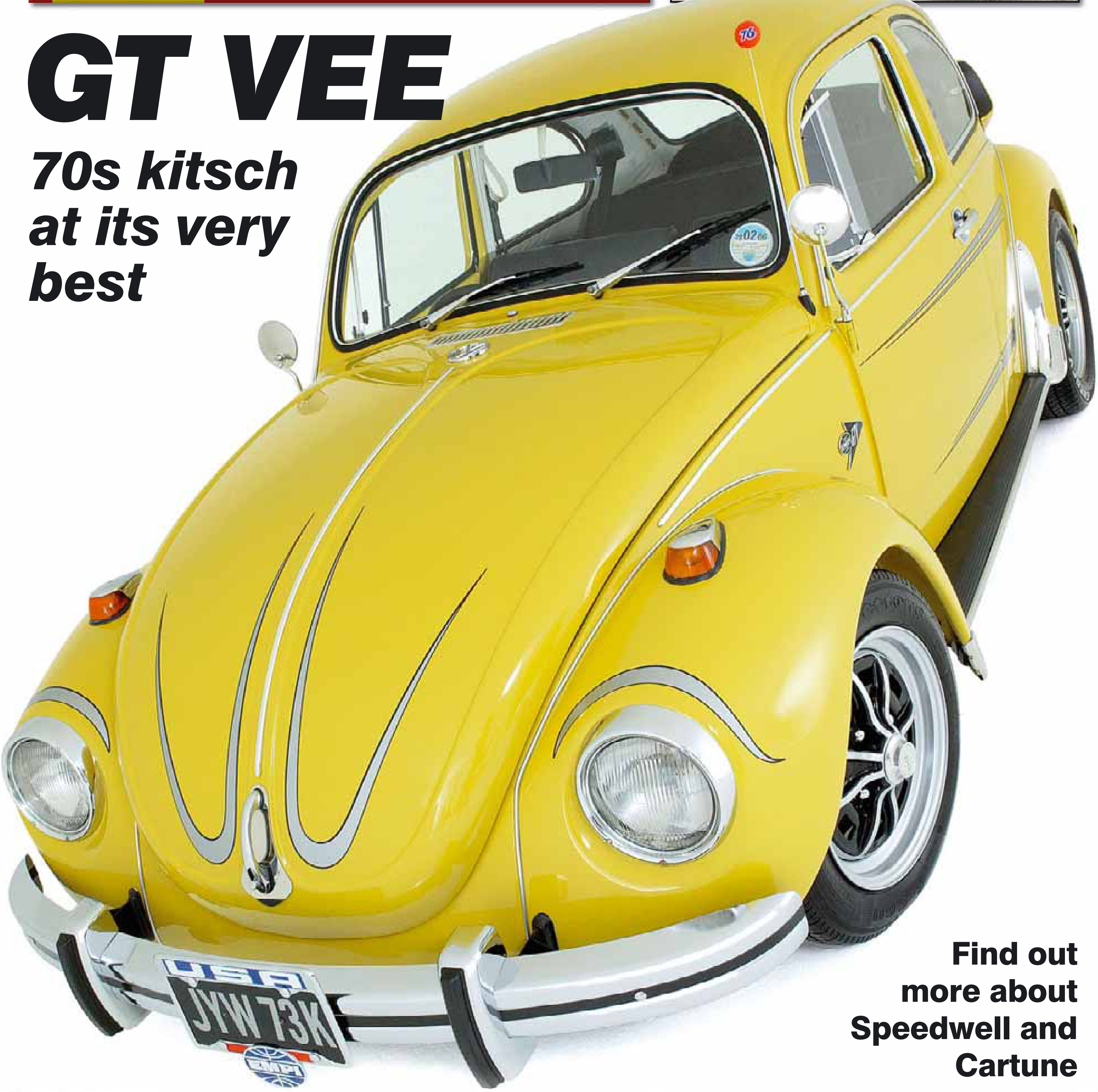

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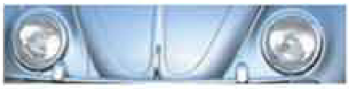

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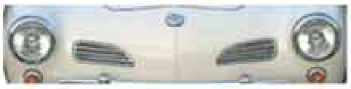

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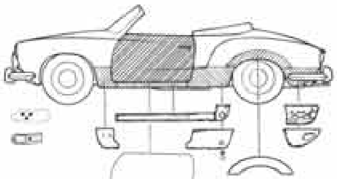

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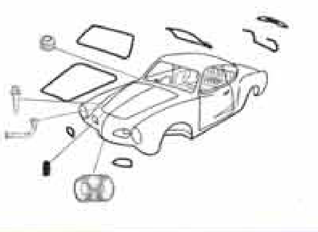

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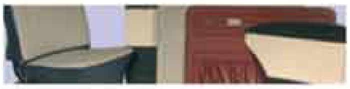

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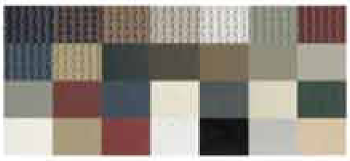

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> "This Gulf Racing themed Beetle is a real break from the norm"

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EMPI GTV

1302 Beetles could be described as the ginger step-child of the VW breed, with their quirky styling, but Adam Reed has shown that following the path less trodden can pay dividends in the long run

Words: Mike Pye Pics: Tony Butler

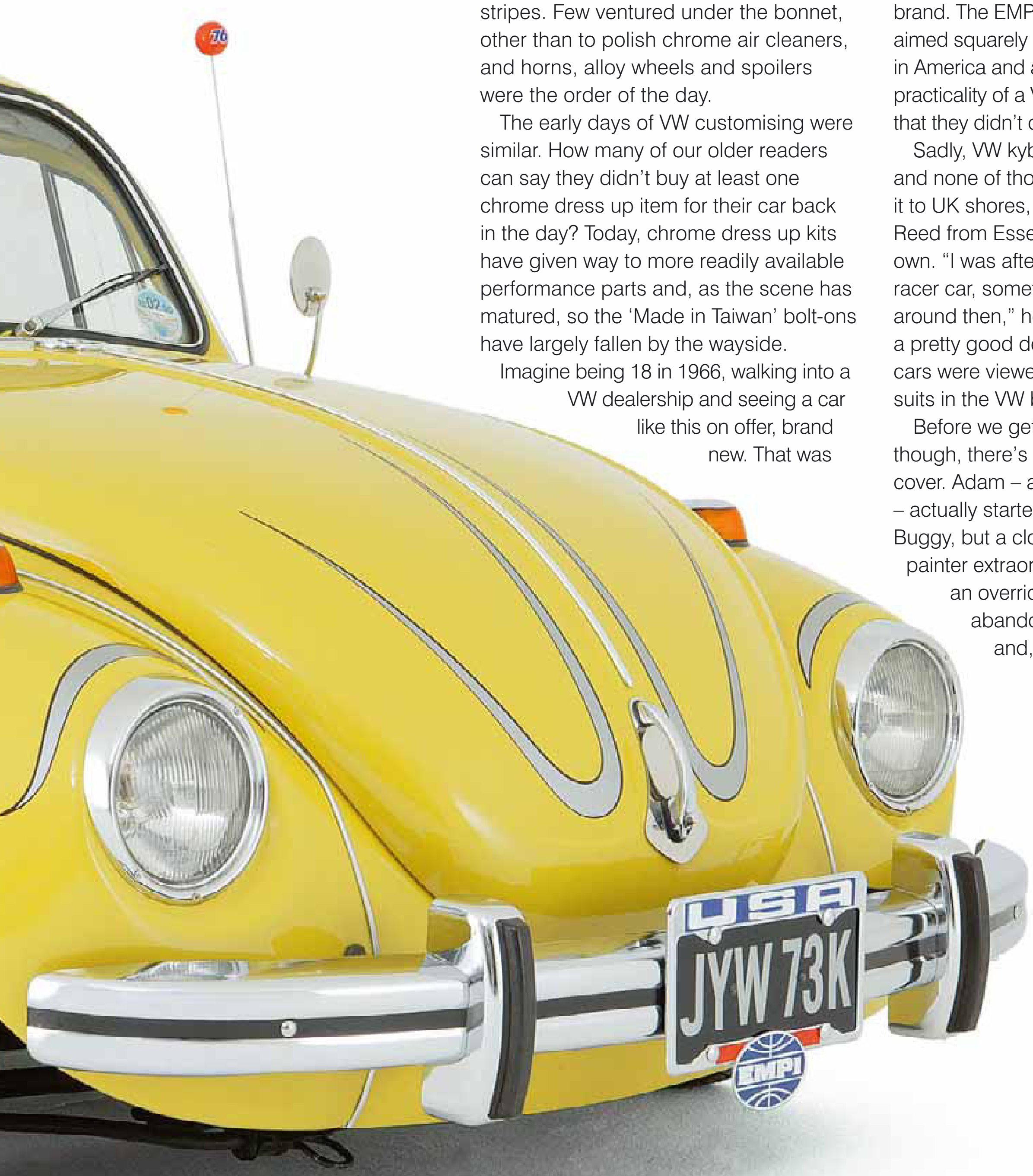
In the early days of car customising, before mail order shopping and, some might say, before taste, dress up parts were part and parcel of the scene. If you wanted to make your car stand out, you used cheap and cheerful bolt-on goodies and go-faster stripes. Few ventured under the bonnet, other than to polish chrome air cleaners, and horns, alloy wheels and spoilers were the order of the day.

The early days of VW customising were similar. How many of our older readers can say they didn't buy at least one chrome dress up item for their car back in the day? Today, chrome dress up kits have given way to more readily available performance parts and, as the scene has matured, so the 'Made in Taiwan' bolt-ons have largely fallen by the wayside.

Imagine being 18 in 1966, walking into a VW dealership and seeing a car like this on offer, brand new. That was the dream of EMPI founder, Joe Vittone, when he started the EMPI GTV programme in California that same year. His vision was of VW dealerships across the land selling the staid, stock Beetles and Karmann Ghias alongside spiced-up modified versions, laden with products from his own EMPI brand. The EMPI GTV range of cars was aimed squarely at the vast youth market in America and at people who wanted the practicality of a VW but also wanted to show that they didn't quite run with the pack.

Sadly, VW kyboshed the GTV concept and none of those original cars ever made it to UK shores, but that didn't stop Adam Reed from Essex from creating one of his own. "I was after a sort of seventies boy racer car, something that could have been around then," he said. And that's probably a pretty good description of how the GTV cars were viewed at the time by the grey suits in the VW big cheese department.

Before we get to the finishing details, though, there's some background to cover. Adam – a paint sprayer of 16-years – actually started out building a Beach Buggy, but a close association with VW painter extraordinaire, Gavin Jones, had an overriding effect. A Beetle lay abandoned near Adam's home and, while it was certainly not



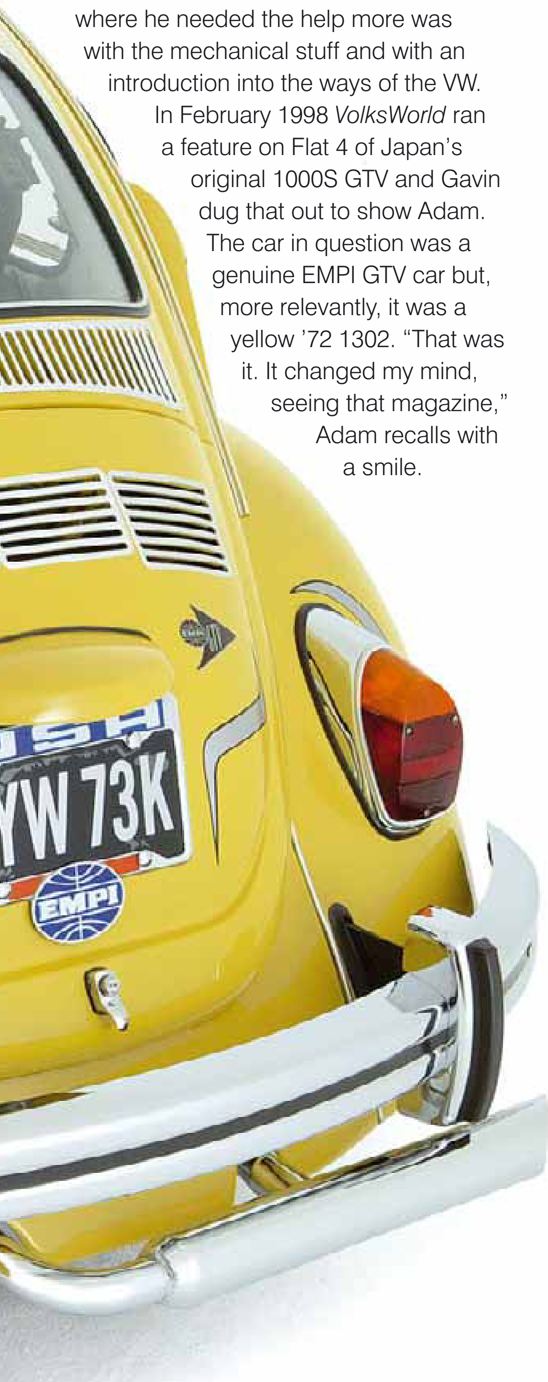
ABOVE Chrome bezel gauges were custom made for the car by ETB Instruments in Leigh-on-Sea and were a snip at just £20 each
LEFT Enlarged boot area is a consequence of MacPherson strut suspension

EMPI
VW 1302-S

rust free, it did turn out to be the proverbial one-family owned car. Adam bought it from the original owner's brother and towed it home, unaware of the enormity of the task ahead and blissfully unaware of the fact that it was a 1302, too. Stripping it to bare metal at home highlighted the amount of welding needed and, had it not been for his partner Alison wanting a Beetle, he'd have scrapped it there and then.

Home alone

After two years of working on the car at home at weekends and pestering Gavin with questions, Adam had a solid car. "It needed two doors, four new wings and the bottom three inches all round. The valances were OK, mind," he laughed. But this was all bread and butter to Adam, where he needed the help more was with the mechanical stuff and with an introduction into the ways of the VW. In February 1998 *VolksWorld* ran a feature on Flat 4 of Japan's original 1000S GTV and Gavin dug that out to show Adam. The car in question was a genuine EMPI GTV car but, more relevantly, it was a yellow '72 1302. "That was it. It changed my mind, seeing that magazine," Adam recalls with a smile.



> *"I was after a sort of seventies boy racer car. Something that could have been around then"*

As luck would have it, his '72 was Texas yellow originally so there was no question that it was staying that colour. Despite the welding needed to the bodywork, the floorpan was rock solid and the interior reflected its one elderly gentleman owner. Have a look at the pictures and I'm sure you'll agree, it would have been criminal to replace the seats, headliner and door panels in this car. Plus, keeping it all stock fitted perfectly with the minimalist budget.

The problem is, while many of the parts EMPI originally marketed are little more than cheap, dress-up goodies, their name, period packaging and scarcity today bring an intrinsic value, so collecting all genuine EMPI parts to build a period correct GTV Beetle is difficult and expensive. However, thanks to Flat 4 of Japan and the likes of Jon Abbott at JAVA in the UK, it is possible to recreate this exciting step in VW tuning history once again. "It wasn't that hard to do," says Adam, "because, apart from the wheels, everything else is off the shelf."

Late is great

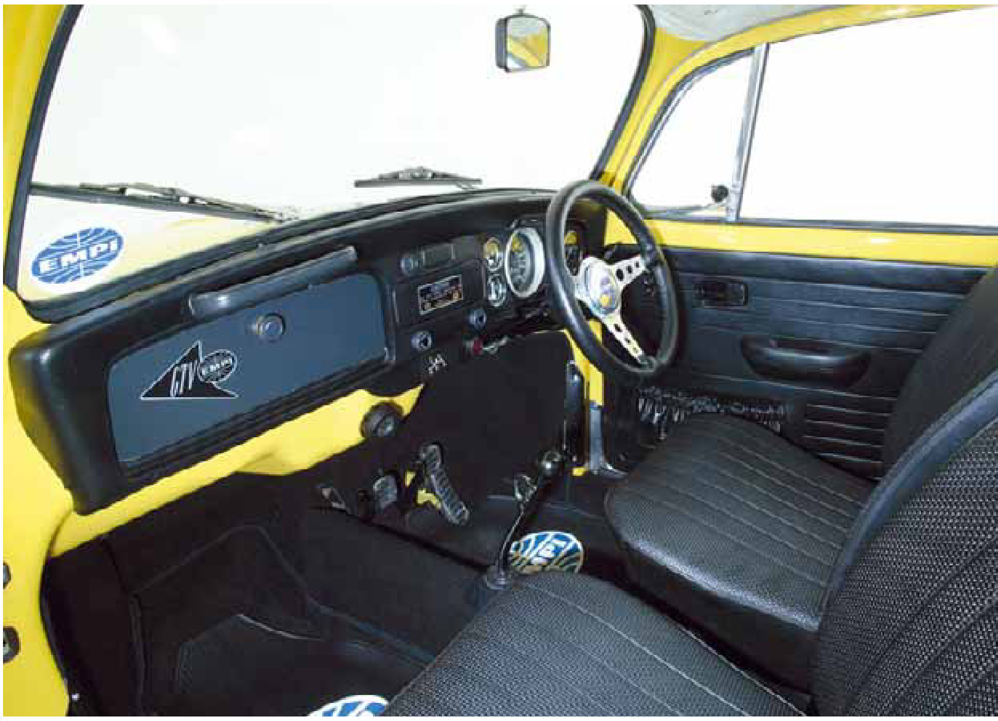
That's the beauty of starting with a late model car. Want the correct replacement mechanical parts? No problem. Trim parts, handles, electrical components? Lowered springs and new, lowered front strut inserts? Coming right up. And as Adam put it, "It's good for us because we've got Thurrock just down the road and the VW shops are all together. It's great for the price wars."

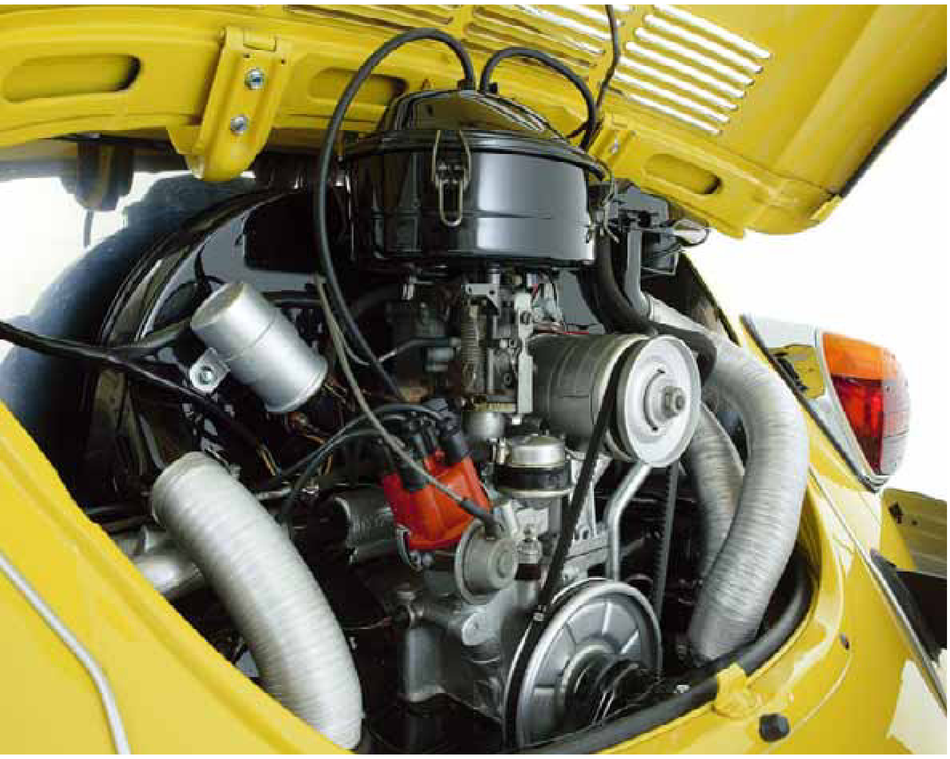
In the end, Big Boys Toys came through with all the necessary suspension hardware, though Adam couldn't resist modifying the new front struts so that the spring cup sits 2.5-inches lower. He reports that the car drives fantastically and considerably better than his stock 1200 Beetle. Coupled with standard ride height at the rear, all stock but renewed brakes and new rubbers, ball joints and bushes throughout, it drives like a new car.

Even the fuel lines were replaced front to back, a worthwhile precaution on any old car, but particularly one that was destined to transport Adam, Alison and their two boys, Connal and Ciaran, around. New seat belts were also fitted front and back, which is a doddle to do on a later Beetle, as the mounts are already in place.

The finishing touch is in the choice of accessories to complete the look. "I was going to go for all that Flat 4 wooden stuff but I decided to go for the chrome and sporty look. I think it suits the car better," Adam said. Most obvious is the C-Stripe kit from JAVA, a faithful replica of

BELOW Interior is in amazing condition for its age and saved Adam a fortune in trimming bills. Only new carpets were needed; the rest is all original





LEFT Being a 1302 S originally, the engine is a 'stock as a rock' 1600 twin-port. Quite enough for puttin' around town **BELOW** One for all the family – that's partner Alison and the two boys, Ciaran and Connal, plus another on the way…

flamboyant seventies sports kitsch. JAVA also supplied new wheel centre caps and a pair of glass fibre air scoops. Lest we forget, there are hinge mount mirrors in place of the original door-mount versions, chrome louvre trims, Flat 4 bumper overriders with rubber buffers, reproduction EMPI numberplate surrounds and GTV badges, pop-outs, gravel guards, chrome rear light housings and every exterior trim embellisher in the book. Silver painted wing beading is a neat trick, as is the use of Mini polished gutter trim.

The crowning glory, however, and the one thing that really sets off the look is the wheels – 4.5 and 5.5J EMPI/Lemmertz Sprintstars, picked up at Peppercorn and expertly detailed by Adam, though not before he'd roped in his father-in-law to sandblasted them. 135 Firestones and 195 Michelins are his tyres of choice.

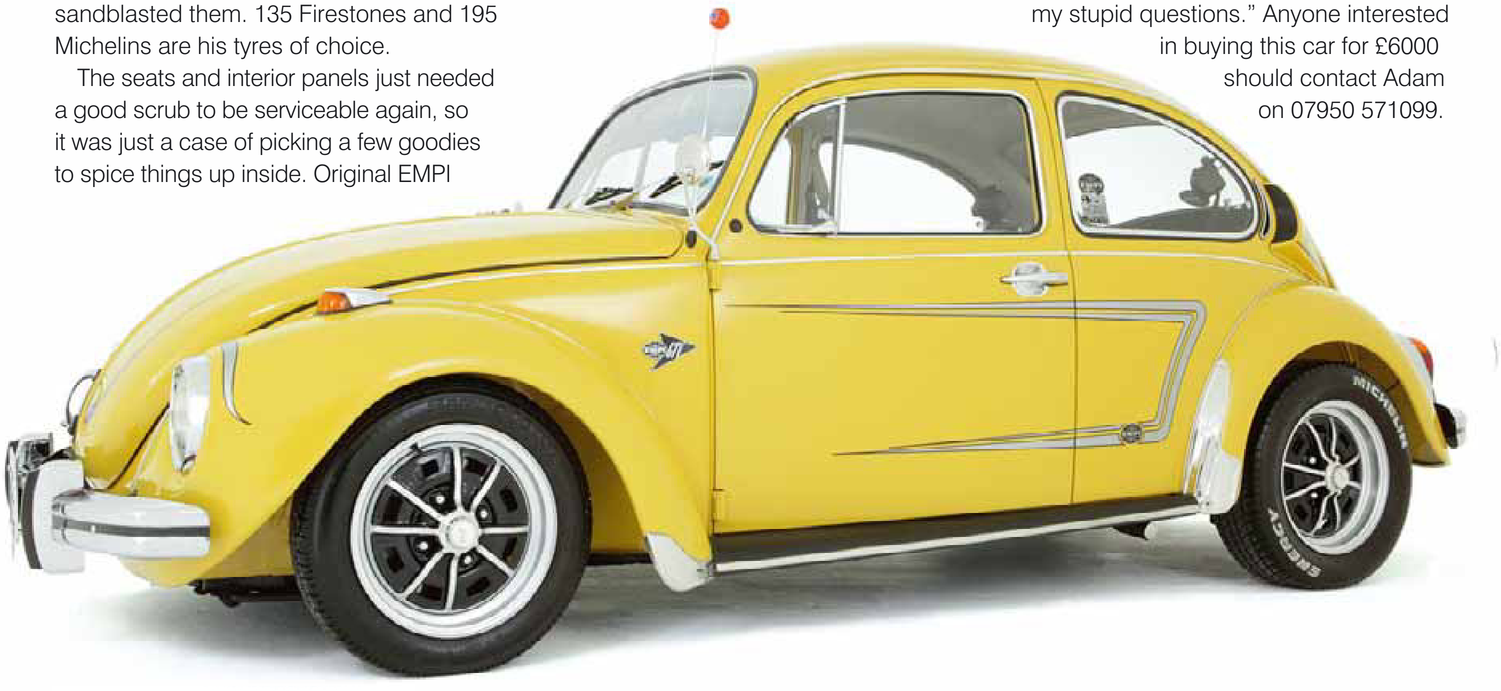
The seats and interior panels just needed a good scrub to be serviceable again, so it was just a case of picking a few goodies to spice things up inside. Original EMPI steering wheels and gauges didn't suit Adam's budget one bit so he located a local guy (See *www.etbinstruments.com* or call 01702 711127) who custom makes gauges. Adam specified black faces and chrome bezels and don't they just look the part fitted into Flat 4 speaker grille panels?

The Astrali steering wheel came from Machine 7, now fitted with a chrome centre boss, while the repro EMPI shifter and floormats came from Big Boys Toys.

"I'm pleased with it," said Adam. "I thought the buffers might come up and point at it and say they're not genuine EMPI this or that, but people seem to really like it. It's won trophies at pretty much every show it's been to and even at non-VW shows, people come up to me and say 'I don't usually like Beetles but I like this.'"

It may not be a genuine GTV and it may be an unloved Beetle model, but so what? The fundamental work has been done to a high standard and the rest is just a bit of fun. If Adam wanted to put the car back to stock it would be a couple of days work but, now that the car is finished, he's decided to sell it instead. It's only because they've got a third baby on the way and the Beetle just isn't going to be big enough for all of them. Luckily, though, he's already got a '67 Dormobile Camper in stock to replace it. Imagine that done in a similar GTV style. How wild would that be?

Adam would like to thank Alison, his partner; his dad for help with the mechanical work and Gavin Jones "for introducing me to VWs and answering all my stupid questions." Anyone interested in buying this car for £6000 should contact Adam on 07950 571099.



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Bolt up rocker shafts	pr **£38.95**
Melling Oil Pump >71	**£46.00**
Shadek Oil Pump	**£24.50**
Full Flow Pump	**£46.50**
Oil cooler Kits	fr **£66.95**
Breather Kits	fr **£24.50**
Oil Filter Heads	fr **£12.95**

Deep Sumps

SSP - 1.5 litre	**£49.50**
SCAT - 1.5 litre	**£59.95**
Breather Filter	fr **£7.95**
Chrome Easy Oil Filler	**£50.00**
Alloy Screw-in Oil Filler	**£9.50**
Fram HP1 Filter	**£16.95**
Oil Filter Head Brackets	fr **£13.95**

Chrome or Black Tinware Kits

T1/T2 >'71 Twin port	**£179.95**
T2 '72> Twin port	**£153.95**
T1/T2 >'71 Single port	**£167.00**

CADII Tinware is here!

Engine Dress Up kits

EMPI Chrome	**£54.50**
EMPI Chrome/colour	**£78.50**
Fan belt guards	**£14.00**
Coil cover & clamp	**£4.95**

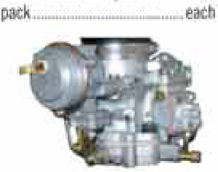
CAN'T SEE WHAT YOU NEED? CALL!

Porsche Fan Kits

Including Fan/alternator	fr **£999.00**

Balanced Race Fan
37mm late style twin port fan, with each blade TIG welded in 2 places.

Bugpack	each **£84.95**



SCAT Twin Solex Carb Kits with Electric Chokes
Add power with easy winter starting to any twin port engine. Complete kit including linkage, manifolds & air filters.

35mm Carb Kit	**£379.95**
38mm Carb Kit	**£409.95**

CAN'T SEE WHAT YOU NEED? JUST CALL. WE'RE HERE TO HELP!

T-Bird Exhausts

All T-bird Exhausts are made in the USA to the highest standards. All Quiet pack silencers are double skinned.

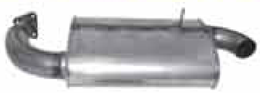
Thunderbird
Exhaust Products

Sole UK distributors of Thunderbird. All Systems listed

All Systems listed here are header & silencer packages.
T1/T2 = 1300cc-1600cc
T2/T4 = 1700cc - 2000cc

Single Quiet Pack T1
Black £106.95
Ceramic £219.95
Single Quiet Pack T2
Black £114.95
Ceramic £235.00
Euro Twin Tuck Away T1
Black £122.50

Bugpack Exhausts



Mondos for Merged or Small flange headers
Black £79.95
Ceramic Coated £109.95
Headers
1200cc, black £59.95
1300cc -1600cc
Black £49.95
Ceramic £89.95

EMPI Exhausts

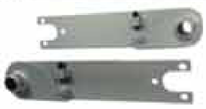
All Exhausts listed here are header & silencer packages.
T1/T2 = 1300cc - 1600cc
T2/T4 = 1700cc - 2000cc

Small Flange Systems
Single Glass Pack T1/2 .... £64.50
Single Quiet Pack T1 .... £64.50
Single Quiet Pack T2 .... £69.50
Twin Quiet Pack T1 .... £99.95
Twin Quiet Pack T2 .... £99.95
Turbo Trip T1 .... £87.50
EMPI Large Flange Systems
Low Mount T1 .... £127.50
Euro Twin Tuck Away T1 .... £99.50
EMPI T4 Systems
Single Glass Pack £74.50
Single Quiet Pack £77.50
Twin Quiet Pack £79.50
All In One Systems
Monza 4 Tip T1/T2 .... £54.95
Econopack (inc 1200cc) £56.50

Suspension

GAZ Adjustable Shocks
The ultimate shock absorber. British made. Gas multipoint adjustable shocks, with a 3 year manufacturers warranty. Every shock is individually tested before leaving the factory and they are fully rebuildable as well. The best available!
All models catered for prices .... fr £47.95

New! GAZ Coil-overs
Height & damping adjustable.
Selection of sizes & fitments.
Call for details .... fr £65.95
Springs to suit £29.95
KYB Shocks
GR2 .... fr £28.95
Gas-A-Just £46.95

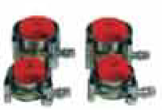


Bugpack £24.95
Adjustable Spring Plates
Swing Axle .... pr £129.50
IRS .... pr £117.50
Polyurethane Parts
Grommets .... pr £12.50
Steering coupling .... pr £9.25
Axle Bushes
Outer .... set £12.50
Complete .... set fr £26.00

Coloured Swing Axle Gaiters
Red, blue or yellow .... pr £8.95
HD Anti-Roll Bars
T1 Front £44.50
1302/3 Front £77.50
T2 >1967 .... £82.50
T2 1968> £77.50

Rear roll bars also stocked!

1302/3 Strut Brace Adjustable
Chrome deluxe £69.95
Raw standard £39.95



T1 Roll Bar Clamps
S/steel & Urethane .... set £21.00

Tarox Brakes

Tarox 6 Piston Calipers
The ultimate disc brake conversion using lightweight billet 6 pot calipers. Easy bolt on installation for cars which are already fitted with disc brakes. For drum brake cars installation is also easy, just use the special billet brackets which are available separately. Suitable for use on all 4 stud Beetles including 1302/3 models.
Kits .... from £439.90

Bolt on kits are now also available for 5 stud/link pin vehicles.
Rear Tarox 6 pot kit coming soon!

You haven't got disc brakes?
Just bolt on the adaptor brackets below to drum brake stub axles - no need to change your stub axles! These brackets also fit 1302/3 drum brake models.

Billet Adaptor Brackets
- Normal Disc >65* .... pr £69.95
- Normal Disc 66> .... pr £69.95
- Vented Disc 66> .... pr £69.95

(*Will adapt your king and link pin beetle/buggy to 4 stud/Porsche etc. and requires special wheel bearings at £42.50 per set plus special brake discs).

Brake Discs

High performance Brake Discs
For T1 with normal/Tarox unvented calipers
Normal 4 stud 4/130
- Plain .... pr £43.00
- X-drilled .... pr £89.95
- X-drilled & grooved .... pr £119.95

Other stud patterns:
5/130, 5/112, 4/100, 5/100
- Plain .... pr £89.95
- X-drilled .... pr £119.95

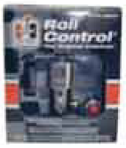
Vented Brake Discs

For T1 for use w/Tarox vented calipers
4/130, 5/130, 4/100 & blank
- Plain .... pr £199.90
- Grooved .... pr £279.90

Re-drilled Rear Brake Drums
for T1 1968>
5/130, 5/112, 4/100, 5/100
- each £44.95

X-Drilled T2 Brake Discs
- 1971-72 .... pr £115.00
- 1973-79 .... pr £115.00

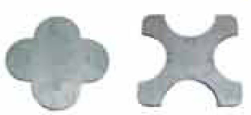
Hurst Roll Control



The original Line Loc supplied with switch, warning lamp and instructions. 3 metric pipe adaptors are also required (sold separately)
Hurst Line Loc ....
£135.00
Metric adaptors £5.29
SCAT Rear Disc Brake Kits
Cast Iron discs and hubs with full handbrake facility. Fits T1 models
-All years (with mod.)
Large 5 stud VW (5/205) £499.95
Porsche 5 stud (5/130) £499.95

CAN'T SEE WHAT YOU NEED? CALL!

Tools



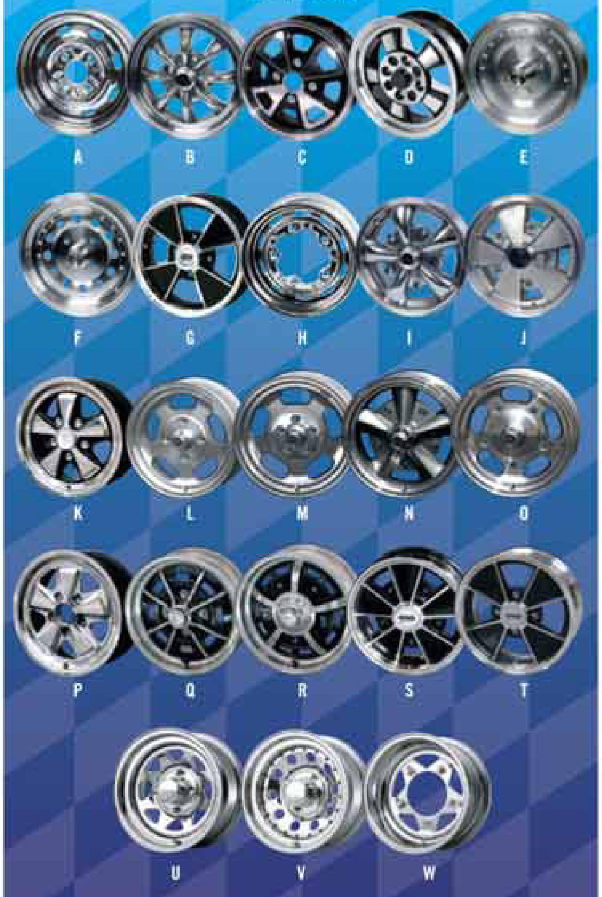
New Tools
Check your bearing size!
Crankcase Tool £9.95
Crankshaft Tool £9.95

Other Tools
Bench Engine Stand £24.95
Floor Engine Stand £79.50
Flywheel Lock £5.99
Oil Pump Puller £5.95
Flywheel Lock £5.99

Crank Gear Puller £29.50
Crankcase Splitter £9.95
Cylinder Head Assembly £32.50
Oil Filler Nut Tool £6.95
Air Flow Meter £38.95
Flywheel Seal - Deluxe £39.95
Breaker Bar - 3/4" £19.50
36mm socket - 3/4" £14.95
46mm socket - 3/4" £17.99
Mr Torque Tool £69.95
A-Frames
T1, Ball joint £59.50
1302/3 .... £69.50

This is just a selection of our range of specialist tools.

Wheels



Combo 1 = 4 wheels & 4 Colway 185/65 x 15 Remould tyres
Combo 2 = 4 wheels & 4 Yokohama 185/65 x 15 New tyres

Wheel and tyre Combos prices quoted are for 185/65x15 tyres. 145/60, 185/55, 185/65, 195/50, 195/60, 205/50 tyres are also available at extra cost. Combos are supplied balanced and are ready for fitting. All alloy wheels include bolts/nuts and centre caps.

A	Chrome O.E. 4 Stud	4.5" or 5.5" x 15	each £52.95	Combo 1 £327.60	Combo 2 £383.60
B	EMPI 8 coloured	5.5" x 15	each £79.95	Combo 1 £435.60	Combo 2 £491.60
	EMPI 8 polished	5.5" x 15	each £99.95	Combo 1 £515.60	Combo 2 £571.60
C	Porsche 2.0l replica	5.5" x 15	each £119.95	Combo 1 £595.60	Combo 2 £651.60
D	Riviera	5.5" x 15	each £79.95	Combo 1 £435.60	Combo 2 £491.60
E	Centreline replica	5.5" x 15	each £79.95	Combo 1 £435.60	Combo 2 £491.60
F	Proline	5.5" x 15	each £79.95	Combo 1 £435.60	Combo 2 £491.60
G	BRM 4 Stud MWS	4.5" or 5.5" x 15	each £99.95	Combo 1 £515.60	Combo 2 £571.60
H	Chrome O.E. 5 Stud	4.5" or 5.5" x 15	each £49.95	Combo 1 £315.60	Combo 2 £371.60
I	EMPI 5 coloured	5.5" x 15	each £79.95	Combo 1 £435.60	Combo 2 £491.60
	EMPI 5 polished	5.5" x 15	each £99.95	Combo 1 £515.60	Combo 2 £571.60
J	BRM 5 Stud MWS	4.5" or 5.5" x 15	each £99.95	Combo 1 £515.60	Combo 2 £571.60
K	Fuch replica MWS	4.5" x 15	each £129.95	Combo 1 £633.60	Combo 2 £689.60
L	ENKEI Slot 4 stud	5.5" x 15	each £139.50	Combo 1 £637.80	Combo 2 £729.80
M	ENKEI Slot mag	5.5" x 15	each £139.50	Combo 1 £637.80	Combo 2 £729.80
N	ENKEI 5 spoke	5.5" x 15	each £139.50	Combo 1 £637.80	Combo 2 £729.80
O	ENKEI Slot mag	5.5" x 15	each £139.50	Combo 1 £637.80	Combo 2 £729.80
P	Flat 4 Fuch replica	4.5" or 5.5" x 15	each £139.95	Combo 1 £633.60	Combo 2 £689.60
Q	Sprintstar 4 stud	5" x 15	each £169.95	Combo 1 £795.60	Combo 2 £851.60
R	Sprintstar 5 stud	5" x 15	each £169.95	Combo 1 £795.60	Combo 2 £851.60
S	Flat 4 BRM 4 stud	5" x 15	each £139.95	Combo 1 £675.60	Combo 2 £731.60
T	Flat 4 BRM 5 stud	5" x 15	each £139.95	Combo 1 £675.60	Combo 2 £731.60
U	8 Spoke 4 stud	5" x 15	each £57.50		
	8 Spoke 4 stud	6" x 15	each £58.50		
	8 Spoke 4 stud	7" x 15	each £59.50		
	8 Spoke 4 stud	8" x 15	each £68.50		
	8 Spoke 4 stud	10" x 15	each £87.50		
	8 Spoke 4 stud	12" x 15	each £149.50		
V	Modular 4 stud	5" x 15	each £57.50		
	Modular 4 stud	6" x 15	each £58.50		
	Modular 4 stud	7" x 15	each £59.50		
	Modular 4 stud	8" x 15	each £68.50		
	Modular 4 stud	10" x 15	each £87.50		
	Modular 4 stud	12" x 15	each £149.50		
W	5 Spoke 5 stud	5" x 15	each £59.50		
	5 Spoke 5 stud	6" x 15	each £62.50		
	5 Spoke 5 stud	7" x 15	each £72.50		
	5 Spoke 5 stud	8" x 15	each £89.50		
	5 Spoke 5 stud	10" x 15	each £149.50		
	5 Spoke 5 stud	12" x 15	each £149.50		

Buggy Combo 1
Cooper
1 pair of 6"x15" 4 stud wheels with Cooper 195/60x15" tyres
1 pair of 8"x15" 4 stud wheels with Cooper 255/60x15" tyres
£532.90

Buggy Combo 2
Yokohama
1 pair of 6"x15" 4 stud wheels with Yokohama 195/50x15" tyres
1 pair of 8"x15" 4 stud wheels with Yokohama 225/60x15" tyres
£531.80

Buggy Combo 4
The Big One
1 pair of 8"x15" 4 stud wheels with Cooper 265/50x15" tyres
1 pair of 10"x15" 4 stud wheels with Cooper 295/50x15" tyres
£726.90

Buggy Combo 3
Colway
1 pair of 6"x15" 4 stud wheels with Colway 195/60x15" tyres
1 pair of 8"x15" 4 stud wheels with Colway 225/50x15" tyres
£413.80

mailbox

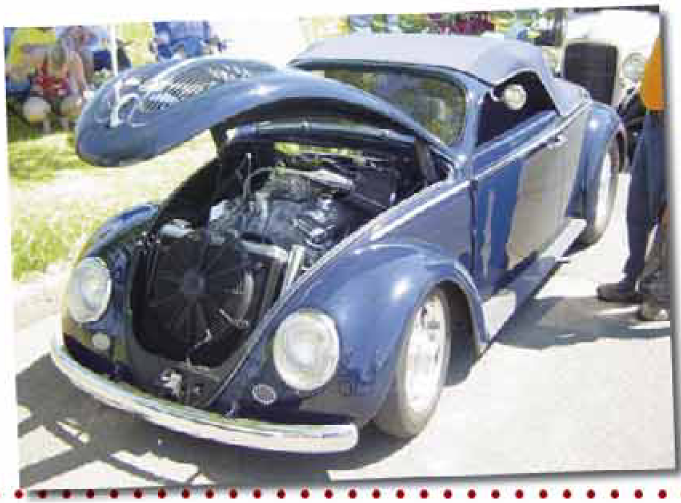
volksworld@ipcmedia.com
Have you got something to say? Email us or send your letters to:
Carol Linfield, Mailbox, VolksWorld, IPC media, Leon house, 233 High Street, Croydon, CR9 1HZ

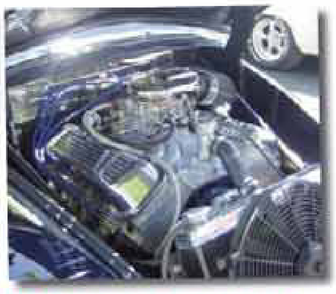
V8 monster

Here are some pictures of a Beetle with a V8 engine, which our MD found while at Minneapolis State Fare. We're sure this will go a lot faster than our little VW engines can, but, as we keep assuring them, size isn't everything!

Hope you enjoy the pics.

The staff at ProAct Medical





Road to Sacramento

In Feb 2005, I drove from Belize (just below Mexico, average temperature 30°C), where I live, to Sacramento, North California (average temperature 3°C) in my 1967 Type 1. It was supposed to be a holiday, cruising through Mexico and the States, but my friend pulled out two days before, so I ended up driving the whole 3800 miles myself in five days, without even a radio.

The sedan drove almost perfectly, except the dynamo mount came loose, so I stopped in Tampico, Mexico for a day while a mechanic removed the fan housing on the side of the road and put a Coke can between the dynamo and the pedestal. It was an incorrect fan housing, apparently.

You are probably asking: "Why drive so far?" Well, the car was originally from California and the bodywork was all original (no rust in the usual spots) so I just had to drive it back to its home so it could enjoy more years without seeing a welder.

Otto Bevis

Cypriot pride

Here is a photo of my son, Ross, beside a '66 Beetle taken one week ago while on our summer holiday in Cyprus. It is on the old road (B6) from Paphos to Limassol. It is all there and in very good condition with no rot. The beauty of being from Cyprus, apart from the hot climate, is they are all RHD. Top mag!

Thanks and regards

Peter M Marke

French encounters

After a long list of minor complications shared between two Bays and two Splits, all four Vans made the journey down to Dover, across to Calais and down to the south of France with no problems. On the journey, I lost count of the number of drivers who waved and we even had lorry drivers holding the latest copy of VolksWorld up to their windows as we passed. How many other types of vehicles can you get such a reaction from, not just in the UK, but right down through France and back?

We took so many photos between us and had loads of pictures taken by people as we drove through towns and in car parks, but I had to send you this photo of my son, Billy, wearing his favourite T-shirt. Top mag! Keep up the good work.

If you are wondering where my grille came from, my father-in-law has started making various bits for Vans, ranging from stainless roof racks and bars to numberplate surrounds available in various finishes or stainless, and is in the process of setting up a website (*www.shinybits.co.uk*).

Mark Dawkes

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New mule

I picked up my newly acquired 1973 Beetle last weekend and haven't been able to take my eyes off it. It used to be a Beetle Cup racecar so the interior is a bit sparse, but it's nothing some new carpets and door cards won't sort out. It has a 1641cc engine, which is soon to be changed for a brand new big bore 1776cc with twin 40 Webers and a turbo muffler. It has a Cogbox gearbox, sloping headlights, full rollcage, bucket seats, monster tachometer and Centerline 15-inch alloys. I have big plans for her and hope to make it to Santa Pod for a bit of drag racing.

Thanks

Steve Simcox (Sheffield)

letter of the month

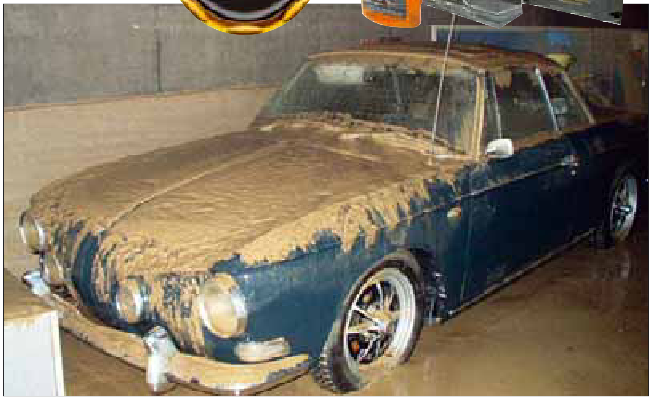
After four days under water, my Type 34 Ghia finally had better luck and saw the daylight again. It's going to be cleaned up from all the mud and, hopefully, it'll hit the road again during the next few months. The Swiss weather sucks. (See *www.luftkraft.ch* for more on the Swiss Cal Look.)

Best regards,

Marc Woeltinger

Hey Marc! What a shame that your car got caught up in a flood. We hope the damage isn't too substantial and that you get it cleaned up OK. To help you on your way, we're sending you some Meguiar's products in the hope that your paintwork will gleam once again. Good luck!

Meguiar's
Gold Class
Ultimate Wipe



Flake with that?

On a recent family holiday to Estepona on Spain's Costa del Sol, we were surprised to see this Type 2 ice cream van still in everyday use. Indeed, on the days we missed it the kids would look to see if it had been that day by looking for its mark – a small oil slick left on the tarmac.

Keep up the good work.

Mike Wheeler
Surrey

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0845 676 7778

on the scene

Send all your news and reviews to:
On the scene, VolksWorld, IPC media, Leon house, 233 High Street, Croydon, CR9 1HZ

Pinstriping Workshop

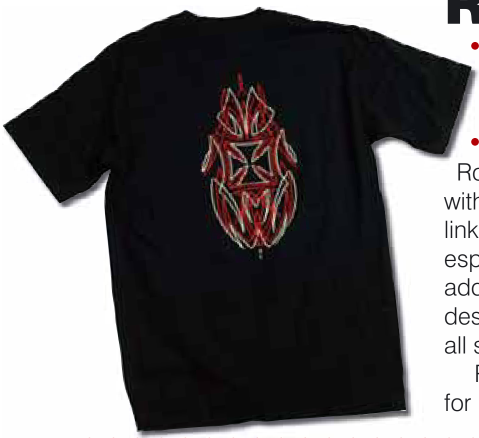
- ***Who?*** Prosign
- ***When?*** 5 and 6 November 2005
- ***Web?*** www.prosign1.com

This year, Prosign has designed a program for complete beginners and another for those who attended last year's pinstriping workshop or who have some striping ability and want to learn more. There will be two groups on both days and it is possible to do the beginners on the Saturday and join the advanced group on the Sunday. Guest stripers Art Schilling from the US, Jon Leeson and Pete Anthony from the UK will be attending both days.

In addition to the basics, paletting, symmetry and design, Neil and Mandy Melliard will be demonstrating gold leaf gilding, flame striping, panel lining and some lettering.

£120 per day includes lunch, T-shirt, all paints, practise panels and a panel to take home, as well as admission to the Brooklands Museum. Otherwise, you can pay £200 for both days.Weather permitting, there will be a Beetle to panel line, as well as some Hot Rods.

For more info and updates check the website.

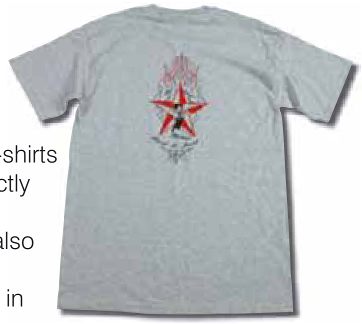


Rodder Ts

- ***Who?*** Rod Kult Clothing
- ***How much?*** £12.95
- ***Contact?*** 01162 761 167
- ***Web?*** www.rodkult.com

Rod Kult is a new clothing company which prints some cool T-shirts with all sorts of pinstriping designs. Although pinstriping is directly linked to Hot Rods, it is becoming popular in the VW scene, especially with the increased interest in Volksrods. Rod Kult is also adding to their range with the introduction of VW themed Ts. All designs are printed onto high quality clothing and are available in all sizes for men and women.

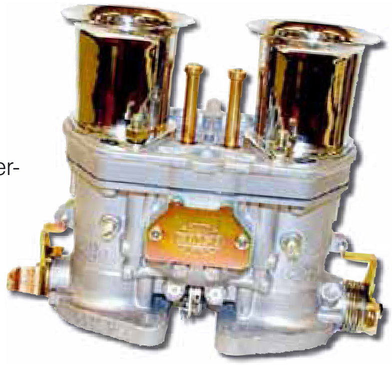
Rod Kult are official dealers for Moon and So-Cal products and are the only UK supplier for Martinez products. Log on to the website to check out more designs and to place orders.



Running on EMPI

- ***Who?*** Big Boys Toys
- ***Contact?*** 01708 861827
- ***Web?*** www.bigboystoys-uk.com

The UK's biggest and longest running EMPI dealership, Big Boys Toys in West Thurrock, Essex now stock the new range of EMPI carburettors. Based on the ever-popular Weber IDF design, the new EMPI HPMX carburettors have new, high quality cast bodies, new profiled throttle shafts that are flow bench tested for increased flow and all-new components throughout.



Available in the popular 40 and 44 sizes, with 28mm and 36mm venturis respectively, these new carbs offer a perfect alternative for a strong running, reliable street motors and are suitable for use across the air-cooled VW engine range (although carb height will be an issue on a stock Type 3). All internal and external parts are interchangeable, so there is no problem with parts supply in the future. A complete range of jets, emulsion tubes and venturis are also available.

Early dyno and street testing in the USA has proved promising with higher dyno horsepower figures being ascertained by simply bolting these carbs on. With supplies of the more commonly found carbs drying up and prices at a very reasonable £599.95 for the complete 40 HPMX kit and £649.95 for the 44 HPMX kit, these EMPI HPMXs are sure to be popular.

VolksWorld Show 2006

- ***When?*** 1 and 2 April 2006
- ***Where?*** Sandown Park
- ***Contact?*** volksworld@ipcmedia.com

We are all very excited, as the dates for next year's VolksWorld Show have been confirmed. Yes, it's ages away, but we are already starting the preparations to give you another cracking show. We have already started booking trader plots and have had a few new cars sent our way for possible inclusion in the show. If you have a project you're working on that will be finished in time for the show, send us some pictures (even if they are of work in progress) and let us know your plans.

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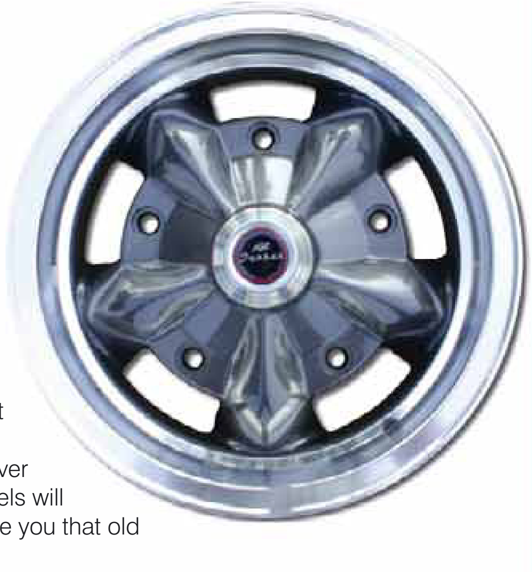
Torkers



- ***Who?*** JGE Wheels
- ***How much?*** £795 per set of four, including centre caps
- ***Contact?*** Joe Gallagher, 01206 307 608, or Jonny Abbott, 07770 660 924
- ***Web?*** www.javaglobalenterprises.com

The Torker is the new wheel in at JGE. This great looking five-spoke wheel is reminiscent of those used in the sixties. They are 5x205 PCD, so are a perfect fit for Bugs and Buses with the wide five-stud pattern. Available in a choice of silver or black on anthracite finish, these wheels will add great character to your VW and give you that old school edge.

Beachbuggin

Held adjacent to the sea front in Southsea Hants, Beachbuggin not only had the weather, it had the crowds too!

The event opened on Sunday, 21 August with glorious sunshine and literally hundreds of Volkswagens clogging the roads, much to the amazement of locals and VW owners alike. Other than Brighton Breeze, I can't recall so many air-cooled VWs in convoy and a trail of people who camped the previous night in a pre-arranged location added to the equation.

The event format is pretty laid back and entirely suited to a roasting day at the coast - club stand areas, a show and shine, car sales and a variety of traders, many of whom we don't usually see at the shows. With some autojumble and a relaxed attitude, the time passed so quickly.

Club displays included an impressive line-up from the Green Hearts and the variation of the Twickenham air coolers immediately spring to mind, while food fanciers were well catered for (no pun intended), with a busy hog roast and more traditional catering sources.

BeachBuggin is an enjoyable, relaxed event and we will definitely make the trip again next year.

Words: Steve Walker Pics: Roger Arnold

this month

Just look to the left of this column and check out the new wheel which Joe Gallagher and Jon Abbott have launched. It's based on an extremely rare American Racing wheel which rates as one of the rarest after-market wheels for a VW. Now you can buy a set thanks to the hard work of two serious VW enthusiasts who decided they needed to be reproduced in alloy. That's what it's all about - having a dream and making it come true for yourself. They've not only made this wheel, they've made the Gee Bee - a alloy Gas Burner. These new lines are just a couple of new products which have arrived in 2005, if you actually sit and think about it, there have been many more. EMPI has launched a new carb range, we've seen many new restoration and accessory parts, a new company has been producing Bus panels and I'm sure you've noticed plenty more interesting new or reproduction lines come onto the market, and do you know what? It's very good news, as it means people are looking into what is missing from the market and then going out of their way to make it. Top marks to them and long may they have the committment and enthusiasm to continue to do so. I think I fancy a set of those Torkers on my '67!

I am proud to announce that the next VolksWorld Show will be held on 1 and 2 April next year. We thought it was best to get the dates confirmed as soon as possible, so you could make sure you booked them off work, booked up your ferry crossings, flights, hotels, motels, tickets and had a date to work for with that project car you plan to debut at the show.

THE SHOW
VOLKS WORLD
1-2 April 2006

Ivan

UNIDENTIFIED
FUNK
OBJECT

Billy Bob's Buggy Shop

- ***Contact:*** www.billybobsbuggyshop.co.uk

Remember that cool Berrien Roadster-T that we featured in our September issue? Well, if you are interested in this style of Buggy or any other Dune Buggy or Trike from Berrien Buggy, then Darren Bowden is the man to contact.

Billy Bob's Buggy Shop is a UK based company that was founded this year following 14 years of custom building VWs. They now bring in all types of Berrien designs from across the pond, with a choice of two types of sand rail frame, the fibreglass Roadster-T Dune Buggy, a Manx style Buggy hard top and a Trike frame with a choice of two body styles. They can get you all the kit you need or will build the car for you, so if you are thinking about building a Buggy or are interested in buying a complete turnkey, give Darren a call on 01823 432144.

Bobs luggage liners

- ***Who?*** Bob Shaill
- ***Contact?*** 01424 853 431
- ***E-mail?*** kvruk@tiscali.co.uk

At last, Beetle front compartment luggage liners are available for all 1950s Beetles, including the Karmann and Hebmuller Cabriolet models. Whether you own a split rear window Beetle, Oval or large rear window Beetle produced between 1949 and August 1960, we have a new luggage liner for you.

Because of their large size, these luggage liners come in kit form and are easily put together, just like the originals. All liners can be put together in minutes with the help of the easy to read instructions and illustrations. There is also a guide on how to fit your Beetle liner correctly.

The liners are eggshell black but can be painted to any colour you wish. Liners for special bodied VWs can also be made to order provided you can supply the correct pattern. When ordering, please state the year of your vehicle (if in doubt, supply the chassis number) and please state if your vehicle is left- or right-hand drive.

Prices are £32 for Aug 1955 to Aug 1960 models, while pre-Aug 1955 models cost £36. All prices include postage to UK mainland. Please send your cheques to Period Beetle Luggage Liners, 194 Old Church Road, St Leonards-on-Sea, East Sussex, TN38 9HD. Please make them payable to Bob Shaill.

next month

The Hebmaster

This is a very naughty boy! We made him go directly to the Hebmaster's office. Once there he was questioned about slamming and rimming one of the most desirable Vintage Volkswagens in the world... Find out more in the next issue

On sale 7 October

Herbie Graphic kits

- ***Who?*** Ian at Just Kampers
- ***How much?*** £88 inc. p&p
- ***Contact?*** 01256 863339 or ian@justkampers.co.uk

Imported from the States, these Herbie decals are printed onto vinyl using the correct font and size of the 53 numbers, as well as the correct width and spacing for the red, white and blue racing stripes. But then that's what you would expect when it was duplicated from an original Herbie movie car. The kit includes four '53 Gumballs', enough stripes to cover a VW Beetle with or without a sunroof, a strip to cover the front hood moulding, full instructions and a squeegee for easy application.

Abarth Exhausts

- ***Who?*** Karmann Konnection
- ***How much?*** £295 inc. VAT
- ***Contact?*** 01702 601 155
- ***Web?*** www.karmannkonnection.com

These Abarth style four-tip vintage silencers for all VW engines up to 1960, i.e. 25hp and 30hp models, are available again at KK. They were being produced by Flat 4 a while back, but they were discontinued. The guys at KK have managed to get hold of these superb reproduction exhausts that are a perfect fit. What is more, they are made out of stainless steel, so they will last for ages.

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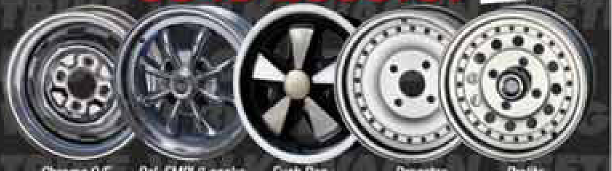
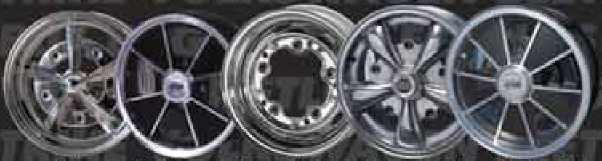
VW BEETLE • BUS • BUGGY • TRIKE

bigboystoys-uk.com

0845 2300101 LOCAL RATE CALL





WHEEL STYLE	Price per wheel £	DEAL 'A' £	DEAL 'B' £
[illegible]			
Chrome O.E. 4-stud. 4½ x 15" or 5½" x 15"	49.95	319.95	399.95
EMPI 8-Spoke Silv, white, black. 5½" x 15"	74.50	419.95	499.95
As above but fully polished	99.95	519.95	599.95
As above but chrome	139.95	679.95	759.95
Dragstar or **Prolite** Centreline replicas, with or without holes. 5½" x 15"	78.50	439.95	519.95
As above but fully polished	96.95	453.95	587.95
Riviera A classic US wheel – 5½" x 15"	84.50	439.95	519.95
As above but fully polished	117.50	537.00	669.00
BRM Replica 4½" x 15" & 5½" x 15"	94.95	511.95	591.95
[illegible]			
Chrome O.E. 4½ x 15" or 5½" x 15"	49.95	319.95	399.95
EMPI 5-spoke Silver, blk, white. 5½" x 15"	76.50	439.95	519.95
As above but polished	99.95	519.95	599.95
BRM Replica 4½" / 5½" x 15"	94.95	499.95	579.95
Aluminium finish and polished highlights	107.95	559.95	639.95
Rader Silver 5 x 15"	124.95	619.95	699.95
As above but polished	149.95	719.95	799.95
[illegible]			
EMPI 5-Spoke Silver, black, white, anthracite. 5½" x 15"	76.50	439.95	519.95
As above but polished	99.95	519.95	599.95
As above but chrome-plated	149.95	719.95	799.95
BRM Replica 5½" x 15"	94.95	499.95	579.95
As above but with polished highlights	107.95	559.95	639.95
Fuch Rep Blk & pol. 4½"/ 5½"x15"	124.95	619.95	699.95
As above but polished	149.95	719.95	799.95

DEAL 'A'

4 wheels fitted with NEW budget tyres. Please see Notes below.

DEAL 'B'

4 wheels fitted with quality NEW tyres. Please see Notes below.

Deal A and Deal B prices are for 185/65 x 15" size tyres.

If your car is lowered and you'd prefer an alternative size there may be a small extra charge.

ALTERNATIVE TYRE SIZES:

- *135 x 15*
- *145 x 15*
- *165 x 15*
- *185/55 x 15*
- *185/60 x 15*
- *185/65 x 15*
- *195/50 x 15*
- *195/55 x 15*
- *195/60 x 15*
- *195/65 x 15*

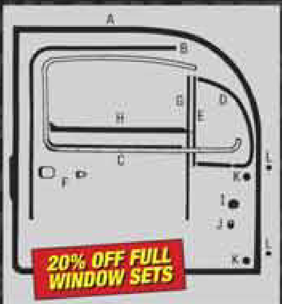
ALL PRICES INCLUDE VAT

Tyre Valve Caps Silver, blue, red, yellow or purple set of 4 **£4.95** • **Lock Bolts** Set £14.50-£24.50

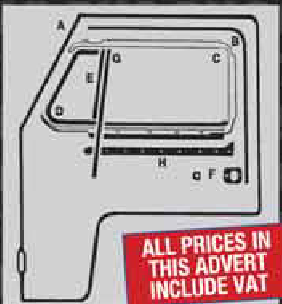
WHEEL ACCESSORIES

EMPI Knock-offs/spinners 2/3-spoke (4)	£32-50
Chrome Wheel Bolts – most wheels	from £1.50
Stock Hub Caps – flat/domed	each £5-95
Baby Moons – 4 or 5-stud	set £30.00
Wheel Adaptors	from £34.50
White Wall Set – 14" or 15"	set £34.50
Moon Discs – satin or chrome	set of 4 £47.00

RESTORATION PARTS



20% OFF FULL WINDOW SETS



ALL PRICES IN THIS ADVERT INCLUDE VAT

Type 1 Door Seals

A. Door surround seal	**£9.95**
B. Large felt channel	**£9.95**
C. Outer scraper & chrome trim	
D. Quarter-light seal >'65 ... **£9.95** '66>	**£12.50**
E. Flap seal	each **£2.50**
F. Door handle seals 1960-'65 and 1968-on	set **£4.95**
1966-'67	set **£9.95**
G. Small felt channel >1965 ... ea **£6.50** 1966>	ea **£4.95**
H. Inner scraper >'65 pr **£12.50**; '66>	ea **£11.75**
I. Check rod seal	pair **£3.95**
J. Courtesy switch seal	pair **£3.95**
K. Hinge screw covers Blk/Wht	set **£2.95**
L. Hinge pin caps	set **£2.95**

Type 2 Door Seals

A. Door seal	**£9.95**
B. Large felt channel	each **£9.95**
C. Outer scraper and chrome trim	**£24.50**
D. Quarter-light seal	each
fixed window	**£12.50**
opening window	**£14.95**
E. Vertical quarter-seal	each
fixed window	**£3.95**
opening window	**£4.95**
F. Door handle seals	set **£4.95**
G. Small felt channel	each **£4.95**
H. Inner scraper – left/right	**£10.00**
Not shown:	
Quarter-light window frame – l/r	**£29.50**
Window rubbers	from **£16.50**

This is only a tiny selection of the huge number of parts we have available for VW restoration.

BBT have moved to a BRAND NEW showroom!

It's huge, its's bright, it's packed full of all your favourite VW parts and accessories – and it's next door to IKEA (Lakeside), just moments from the Lakeside Shopping Centre.

• QUALITY GUARANTEED

All our engines are remanufactured to the high quality and specification that is demanded by FER-Concorde. All engines are guaranteed for 12 months or 12,000 miles. All new components are genuine factory replacements as used by the original manufacturer.

Prices are for exchange engines. Prices include a 009 distributor, except Silver & Gold.

Silver 1200-1600cc (reconditioned heads)	£499.00
Gold 1300-1600cc, new heads	£599.00
Green 1300-1600cc, new unleaded heads	£699-00
Green Plus – as Green + new crankcase	£799-00
Big Bore 1641cc – as Green but more cc	£749-00
Super Street 1641cc– incl Engle camshaft	£849.00
Thurrock Big Bore 1776cc (red)	from £1,149-00
Thurrock Big Bore 1835cc (red)	from £1,199-00
Thurrock Big Bore 1914cc (red)	from £1,299-00
Transporter 1-7-2-0	£999.00
Transporter 1-9 (Boxer)	£999.00

Thurrock Engines fitted with new heads, new crankcase & new components except crankshaft and conrods. Leaded or unleaded available as preferred.

We also sell **Vege** *engines to order from £995.*

All engine prices are for exchange and include gaskets, etc. and VAT. There are no hidden extras. DIY engines are fully assembled and are ready for owner fitting. Just add oil.

ENGINE PARTS

Barrels & Pistons:	
85-5mm to give 1600cc	£69.95
87mm to give 1641cc	£99.95
90-5mm –1776cc or longstroke (82mm)	£169.95
92mm – 1835cc or longstroke (82mm)	£189.95
94mm – 1914cc or longstroke (82mm)	£169.95
Counterweighted Crankshaft – 69mm	£149-95
Con Rods – reconditioned	set £69.95
Lightened Flywheel – new	£89-95
Clutch Pressure Plate	
– Kennedy 1700/2100/2600 lbs	£114.95
EMPI heavy duty Clutch Disc	£24.95
Engle Camshafts:	
100, 110, 125, 130 and 140	£64.95
Cam Gear – bolt-on	£19.95
Valve Springs	from £16.95

CONVERSION KITS FOR UNLEADED FUEL

Our Unleaded Conversion kits contain all the parts necessary to convert your air-cooled engine to run on unleaded fuel:

- **New barrels and pistons**
- **New 009 distributor**
- **New modified cylinder heads***
- **Set of push rod tubes and gasket set.**

** Single port kits feature reconditioned heads.*

1300-1600cc	£299.95
1641cc	£324.95
1641cc with 041 Heads	£439.95
1641cc with 044 Heads	£489.95
1776cc/1835cc/1914cc	£399.95
1776cc/1835cc/1914cc + 041 Heads	£499.95

CARBURETTORS

Do call us for advice before ordering your carburettors. We shall advise you of the various dos and don'ts.

All Weber carbs are supplied as complete kits. Twin carb kits are supplied with the best quality hex. bar linkage. Phone for details on air filters, manifolds and linkages, which are also available separately.

32/36 Progressive T1/T2	£249.95
32/36 Progressive T2/T4, 1-7/2-0	£279.95
Twin 34 ICTs: T1/T2 (SP or TP)	£349.95
Twin 34 ICTs: T2/T4, 1-7/2-0	£394.95
Single Dual Choke 40/44 IDF	£369.95 / £369.95
Twin Dual Choke 40/44 IDF	£599.95 / £599.95
Twin Dual Choke 48 IDF	£799.95
Kadron Twin 40s T1/T2	£394.95
Kadron Twin 40s T2/T4 (1-7/2-0)	£474.95

STOCK CARBURETTORS

Most models	£84.95
1600 twin port	£109.95

AIR FILTERS

Stock chrome or Cone type	£9.95
Weber 32/36	£16.95
Weber 40/44	£19.95
Velocity Stacks	from £9.50

ALL PRICES INCLUDE VAT

EXTERIOR GOODIES

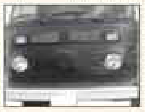
Stock Running Boards – per pair:	
Mexican	£29.90
German	£59.90
Primered Running Boards – per pair:	
Plain	£3795
Louvred	£37.95
Stainless Steel Running Boards – per pair:	
Plain	£46.95
Louvred	£46.95
Billet All-style Running Boards	pair £79.95
Bus side step	£148.95
Bumpers – Blade single chrome	£19-95
– Blade triple chrome	£59.95
Europa – single chrome	£19-95
– triple chrome	£59.95
Europa '74>	£19.95
American spec (with rails)	£59-95

Blade
Europa
U.S. spec

Type 2/Bus '73> – painted	£49.95
– chrome	£79.95
Bumper bolts – chrome	each £1.00
Bumper Brackets	each from £4.95
Blade Bumper Overriders	each £7.95
EMPI Bumper Bars – front / rear	£46.95 / £54.95
EMPI alloy hub cap pullers	from £19.95
T-Bars – black	pair £12-95
– chrome	pair £16-95
Chrome Side Trim kits	from £14.95

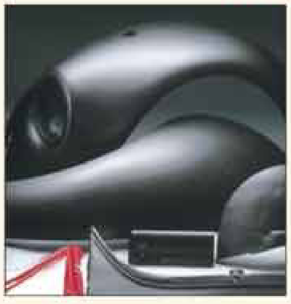
Gravel Guards – front or rear	pair £7.95
Gravel Guards – rear, EMPI tall style	pair £25.95
EMPI roof rack – Bug/Bus	£124.95/£249.95
Cal-Look Window Rubbers	set £25.75

Bonnet Bra – all models	from £69.50
One-piece Window kit	£78.50



One-piece window Check Straps	£8.50
Felt Channels	each £9.95
Snap-in de-luxe one-piece Window Seal set	£25.50
Mud Flap kits – Bug or Bus	from £35.50
Baja Cages	from £37.50
Baja Side Bars	pair £49.50
Rear Engine lid cowl – Beetle	£21.50
EMPI dual-mount Aerial	£14.50
Door Seal – Bug or Bus	each £9.95
Bonnet Seal – Bug	£4.95
Deck Lid Seal	£2.50
EMPI Car Cover – VW Beetle	£49.95
EMPI Car Cover – VW Camper '68-'79	£69.50

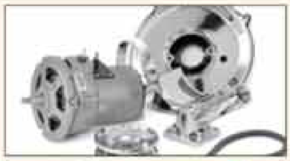
BODY PANELS



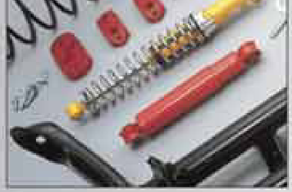
Metal Wings	Front	each £24.95 to £59-95
	Rear	each £24.95
	Set of 4	from £94.95
	Set of 4 for 1302/3	£145.00
	Wing fitting kits	each £4.95
Metal Bonnets	12/13/1500	£69.95
	Pre-1967	£199.95
Metal Deck Lids	1968-on – 4-vent	£69.95
Rear Aprons	1968 on	£24.95
	Pre-1967	£34.95
	'68-on, no exhaust cutouts	£49.95
Front Aprons	Early or Late	£14.50
	1302/3	£24.95
New doors – all Type 1, 1968-on		£145.00
Repair Panels, all types – see catalogue		from £9.95

ELECTRICAL

EMPI Electronic Ignition kit	£34.95
Ignition Leads – black, yellow, red, blue	£9.95
– pink fluorescent	£19.95
– stock Brazilian	£6.95
– Bosch/Beru, German	T1: £14.95 / T4: £19.50
– Flame Thrower, 8mm silicone leads in black, red, yellow or blue,	£39.95
009 Distributor	standard: £44-95 / chrome: £59-95
Distributor Caps – coloured	£5-95
Bosch Blue Coil	£16-50
EMPI High Power chrome Coil – high output (30,000 volt)	£29.50
HT Lead Separators	set £3-95
Pertronix Electronic Ignition – solid state, breakerless; most air-cooled VWs	£59.50
Pertronix Ignitor 2 electronic ignition	£119.50
Klaxon horn	£29.50
Electric washer pump kit	£26.50
Split charge relay	£15.95
Electric heater demister	£28.50
Universal solenoid kit	£24.50
Central Locking kit	£44.50
Electric Window kit	from £115.00
Alternator conversion kit	£149.50
Alternator conversion kit – chrome	£169.50
Alternator conversion kit – 75 amp	£199.50



EMPI universal wiring loom	£49.95



SUSPENSION/BRAKES

Stock Beams – LHD/RHD	£99.95/£134.95
Lowered Beams – adj. LHD/RHD	£114.95/£144.95
Narrowed Beams – adj. LHD/RHD	£149.95/£179.95
Type 2 Bus Stock Beams (exchange)	£249.95
Type 2 Bus Lowered Beams (exchange)	£299.95
Dropped Spindles: CB Performance	
– disc or drum, most types	pair from £199.95
Sway Away Beam Adjusters	pair £25·00
Urethane Beam Bushes	set £12.50
Urethane Steering Couplings	£9.95
Lowered Ball Joints – long travel	set £49.50
Caster Shims / Bolts	pair £8.50 / £4.50
Bumpsteer kits	pair £14.95
Lowered 1302/3 Springs – 2" drop	pair £58.95
Type 25 lowered springs – 45mm	set £149.50
1302/3 Urethane Front Bushing kit	£25.50
KYB Shox – gas	pair £53.00
EMPI Shox – oil	pair £45.50
Spax Shox – gas, adjustable	pair from £109.90
KYB Type 2 H/D Shox – gas	pair £79.90
Coil Over Shox	pair £59.90
Anti-Roll Bar	
– front, H/D, most models	kit from £72.00
– rear, most models	kit from £79.95
Axle Gaiters – red, blue, yellow	pair £9.95
Urethane Spring Plate Grommets	pair £12.95
Urethane Gear Box Mounts	set £20.75
Gearbox Straps	from £24.50
Engine Traction Bar kit – chrome	£29.95
Bus Boys straight axle & IRS kits	from £349.50
Camber compensator	£79.95
Strut brace: 1302/3, heavy duty – chrome	£77.50
Anti-roll bar clamp kits – stainless steel	£21.50

Brakes

Front Disc Brake Conversion kit – beam axle	£195.00
1302/3	£185.00

CB Performance 5-stud Disc kit, Front or Rear	£496.00
Rear Disc Brake Conversion	£350.00
Brake Hoses – Goodridge, s/steel	set £44.50
Cross-drilled brake discs, Zimmermann	pair £79.95
Fast road brake pads, Pagid	set £25-£29.00
Buggy Master Cylinder	£26.50

Plus all stock braking/suspension components

EXHAUST SYSTEMS

REMEMBER... When comparing prices, Big Boys Toys' prices are for header AND box.

Exhausts are supplied in a variety of finishes: painted, ceramic coated, and stainless steel. Check listing for availability.

Econo Pack	£59.95
Single Tip Monza	£59.95
Monza 4-tip	£59.95
EMPI Single Glass Pack	£69.95
EMPI Single Quiet Pack	T1: £69.95 / T2: £74.95
EMPI Single Quiet Pack – ceramic T1/T2	£129.95
EMPI Big Bore – Glass/Quiet Pack	from £74.95
EMPI Twin Quiet Pack	T1: £109.95 / T2: £109.95
EMPI Euro Twin Tuckaway	£109·95
EMPI Low Mount	£129·95
EMPI Turbo Trip / Ceramic-coated	£89.95 / £149.95
Merged 1½ System	from £99.95
Single Glass/Quiet Pack – T2/T4 - 2·0	from £74·95
Twin Quiet Pack – T2/T4 - 2·0	£84.95
Ceramic Phatboy	£179.95
Stainless steel Phatboy	£249.95
Stainless steel merged Phatboy	£249.95
Stingers	from £21·50
J-Tubes, black/ceramic	pair £14·50/£39.95
Heat Exchangers 1600/ceramic	£49.95/£149.95
Standard Exhaust incl. fitting kits & tail pipes:	
Type 1	from £39.95
Type 2	£49.95
Zoom Tubes	£24·95
Tail Pipes – stock	pair from £5.00

Big Boys Toys supply EMPI, BugPack, and other leading brands.

EXHAUSTS FOR BAJA & BUGGY:

Dual Cannon – black/ceramic	£89.95/£149.95
Dual Cannon (twin carbs)	£99.50
Low Dual Zoomies – chr + blk	£129.95
Stinger & Header system	from £64.95
Single Glass / Quiet Pack	from £74.95
'Tri-Mill Bobcat' style	£139.95

ENGINE DRESS-UP

Cylinder Head Tins – single/twin port	pair £24.95
Fan Housing – several styles	£49.95 - £69.95

Front Engine Tin (over bell-housing)	£22.95
Rear Engine Tin (over exhaust)	£22.95
Breast Plate (behind bottom pulley)	£9.95
Bottom Tin – 3-piece set (under push-rods)	£32.95
Dog House Tin – (back of fan shroud)	£22.95
Distributor clamp, chrome	£3.95
Dynamo / Alternator Backing Plate	£4·95
Stainless steel Dynamo Cover	£8·95
Dynamo Strap – chrome	£3.95
Dynamo/Alternator Stand – chrome	£19.95
Stainless steel Coil Cover & Bracket	£4.95
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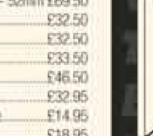

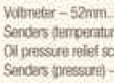

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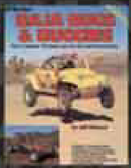

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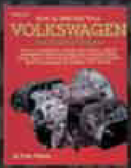

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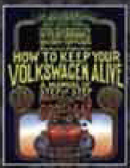
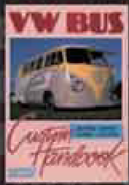
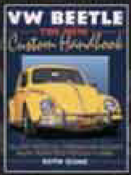
by Tom Wilson



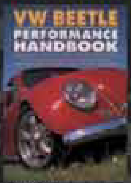
How to Keep your VW Alive – for the Complete Idiot
by John Muir £21.50



VW Bus Custom Handbook £15.99
by L. Meredith



New VW Beetle Custom Handbook £15.99
by Keith Seume



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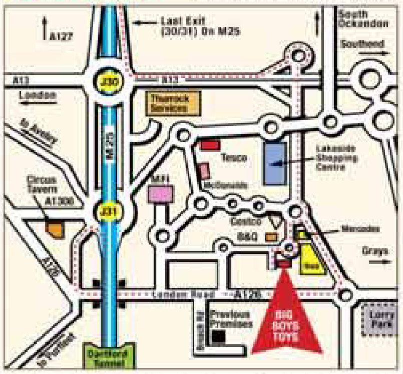

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Simply the best

Would you expect anything other than a full on show stopper to come from the family of The German Folks? Of course not! Richard Rivera has gone to town right down to the last nut and bolt to create this stunning Split Window Resto-Cal.

Words: Jon Gilbert Pics: Kiki de Bois

As many of our regular readers will know, The German Folks VW Klub members are very much in to their Volkswagens and have become renowned for their faultless Resto-Cals that they produce. To become a club member, having a good car is part of the critera, not just any old VW fan with a Beetle can join and it has to be pretty special to don the GFK logo. Don't get us wrong though, the GFK love all kinds of VW but Resto-Cal is what they live for and Richard wanted his 1950 Split Bug to fly the clubs flag.

So what does it take to create such a ride worthy of membership? Well here is what Richard had to do.

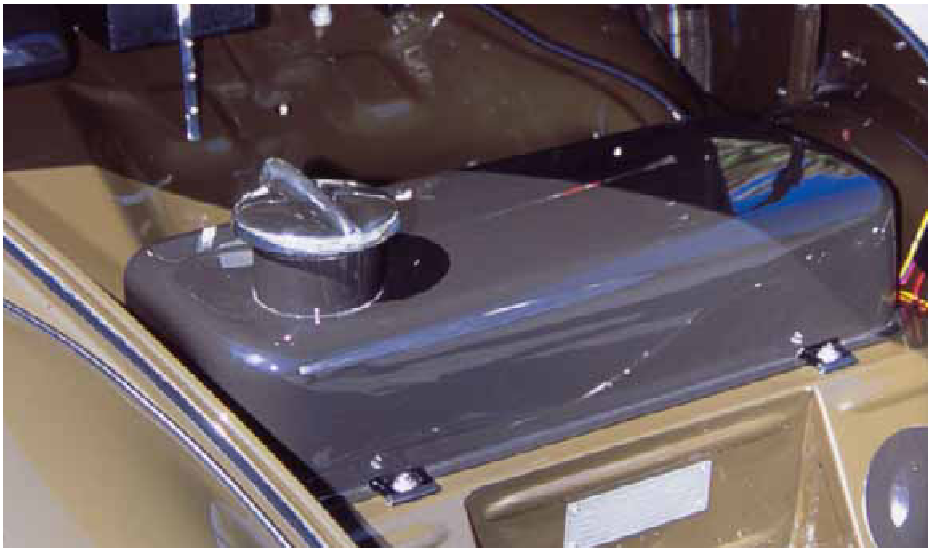
First off he had to locate a car that met his requirements. He already owned a 1954 Barn Door Kombi and a 1951 Split Window Beetle but he had his sights set firmly on a 1950 Split Window Bug that he came across at his friend Randy Ingersoll's house in 1986; he didn't buy the car until 2004. Randy wasn't ready to sell but boy was Richard persistent, from the first sighting, Richard stopped by Randy's house at least once a month for the next 18 years in hope that Randy would sell the Bug to him. Finally Randy relented; Richard sold his Barn Door and '51 Split and bought the '50.

He only had the car in his possession for two months before the car was sent to Resto-Cal creating guru, Buddy Hale. Buddy was recommended to Richard through a fellow GFK member, Tony Wysinger, as he is the guy to go to for the perfect GFK style car.

On your marks..

They soon had the Split dismantled with all the parts in labelled box's. All parts were sent off for powder coating, chrome or zinc plating. He also ordered, at this stage, a whole load of stainless allen headed bolts with aluminium washers to replace all the stock bolts regardless if they were rotten or not.

As far as welding was concerned there was only a small amount of



ABOVE Super smooth and super clean is the order of the day when it comes to a GFK Resto
RIGHT An immaculate interior loaded full of goodies like the Petri full circle horn ring

work required on the pan and once all the surfaces were smoothed and repaired, it was sent off to an affordable powder coaters, along with the suspension parts, to be coated in gloss black. The pan was then bought back to the shop for assembly and final detailing.

The next job was to install the front beam which had been narrowed four inches by Trayle Duncan (another fellow GFK member). The leaves were cut to the new length and re-drilled, urethane bushings were put in along with modified arms. They then set up the king and link pins, installed drop spindles, rotors, disc brakes from Old Speed and the brake callipers. All brake lines were chromed before being put in place. Other pan modifications include a custom made billet steering stabilizer holder fabricated by Buddy, the front torsion arms were capped so the leaves would not be exposed and the bottom shock mount was ground off to appear stock. While the pan was at this stage, the guys decided to fit in a KCR re-built split case transmission and put on Type 3 drums and then decided to attach the motor. This was a 25hp engine re-built by Doug Gonzales. The case was first stripped for a clean stock look and the crank, rods and cam were also freshened up by Doug. Mike Fischer from CE Engineering was in charge of the one off 36hp pistons and cylinders that were modified to fit the motor. Richard then approached Anthony Khicca at Heads Up Performance to work on the heads and after he had completed the mild port and polish, Doug re-assembled the engine. Richard attention then fell on tarting up the engine tin which he got powder-coated gloss black before getting sanded, lacquered, colour sanded and finally buffed by Buddy. A polished carburettor was then installed at this point with new fuel lines, made by Matt Todd.

“Richard stopped by Randy’s house at least once a month for the next 18 years”

Now it was time to make a start on the bodywork. The car was sent to Pro-Strip Media Blast where Patrick Bailey blasted every square inch of metal in order to give Buddy a clean canvas to work on. Once back in Buddy’s hands, he was able to beggin the painting. After three coats of polyester primer, all surfaces were block sanded then primed again with three coats of Spies Hecker primer. All areas were sanded back again with dry 400-grit paper before applying the Texas Brown paint. Buddy teamed up with his pal Matt Howard of Deluxe Customs at this stage and between them they sprayed three coats of base and five coats of clear. After a month of dry time, Buddy sanded all surfaces starting with 800-grit and finishing with 2500 grit wet and dry paper before buffing the paint to a mirror shine. Once the body was to everyone’s satisfaction it was soon mated back with the pan and the wings and doors were bolted on.

Things were starting to take shape but they still had a lot of bolting up to do as well as all the electrics. For this part of the project a guy called Jayson Lusser was called in who made a custom wiring

RIGHT A highly detailed 25hp motor
BELOW The rear was lowered by two splines and as you can see, all components have been powder coated in gloss black for added detail

harness so Richard could then connect everything up. All the easier bolt on parts were then installed such as the inside and outside Hebmuller accessory door handles, door latches, windscreen wipers, a one off anti-theft Petri steering wheel with full circle horn, the petrol tank, bumper brackets, a Hebmuller petrol cap, rear view mirror, clock, convertible glove box doors, Split Window pop outs, a Telefunken radio with a custom built mount that Buddy knocked up and the rag-top assembly. You get the idea! There are a lot of cool accessories in this car. And of course there is that lovely looking interior. Richard had sourced the German Cord Brown cloth and square weave carpet from West Coast Classic which was then given to Ren Johnson to fit. This was the final stage of the project, and once complete, the car was given back to Richard to enjoy and show off to fellow GFK members. In all it took 14 months and quite a lot of money but it was worth it.

Nothing on a German Folks Resto-Cal is left untouched. The attention to detail is immense and you could go as far as saying it is perfect. That is why they bag so many awards. Richard won a 1st place trophy at the VW Classic on his first outing and then he took the Best of Show award on his second time out. Top work!

19 CALIFORNIA
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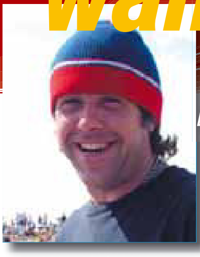


Steve Walker – VolksWorld's roving reporter on the VW scene

Catching the unicorn

With Brian commenting on the way things were in his column, it got me thinking just how much has changed over the last 12 years. Believe it or not, there was a time when an Oval-window Beetle was an almost mythical beast. Nowadays anyone wanting to buy a decent rust-free example from 1953 to '57 can (with a little detective work) pick and choose, almost to the exact colour and year required.

> "You can pick and choose, almost to the exact colour and year required"

Amazingly, this phenomenon has occurred in the last 10 years or so. Prior to the arrival of the Scandinavian vehicles, which have transformed the way we think about early cars, an Oval-window Beetle was the territory of the historic Volkswagen club and its members. Or it would have been in the hands of private owners who probably didn't realise the significance of that small rear window and the peculiar dash arrangement.

If the '53 to '57 cars were mythical, what about those pre-'53 Split-window Beetles? I remember seeing an Oval running around once or twice, but never in a million years could I have imagined seeing a Split on the road! Generally these were considered a serious collector's car, ultra rare, ultra hard to drive and impossible to find, let alone maintain. Well, that is what we were lead to believe. When I drove one for the first time I was astounded – it was lovely and far removed from the untameable beast I had read about for many years before.

As with the Oval, and as a direct result of many Scandinavian cars finding their way to the UK after being laid up in the sixties and seventies, a decent Split-window Beetle can be found today without too much struggle. When Sweden levied new road use regulations in 1967 (essentially changing from right- to left-hand-drive over night), many early cars were simply removed from the road. Registration changes accounted for many more cars being laid up two years later and the final blow was a toughening of the MoT or 'Besiktning', as early Volkswagens fell foul of the laws without modifications to the semaphores, among other areas.

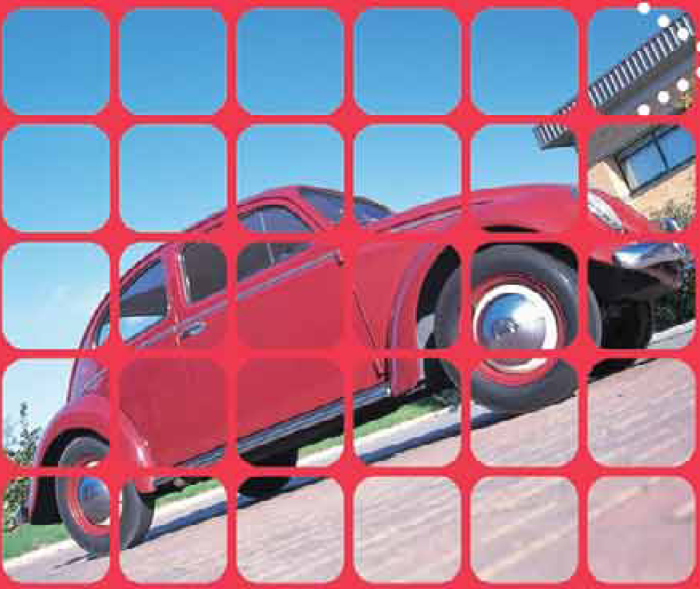
You can almost imagine remote barns across Sweden being filled with old Volkswagens overnight and, from what I can gather, that is exactly what happened in many cases.

In recent years, the UK VW scene has shifted towards Bus ownership. I personally feel that there are more reasons to this than people wanting to sleep a little better at shows, but I keep recalling my school days when we were repeatedly told about the future, increased leisure time and the importance of leisure activities. Perhaps the VW scene is following the leisure trend or perhaps we are just evolving?

A year ago I wouldn't have wanted a Beetle, yet now I am actively looking for an early car and it seems the time is right. While Beetle prices and demand have been in the shadow of the mighty Bus in recent years, I sense a turnaround is on the way. Perhaps we are revolving? Thanks to the Scandinavian cars and the excellent parts available, it can be easy to forget just how old and remarkable these vehicles are.

Today we are lucky to be in a position to buy, sell, restore and drive the cars that only 12 years ago were unattainable to all but the most determined and financially blessed among us.

RIGHT Loaded up ready for a show. This 1955 ex-Swedish Oval was a joy to drive, even on crossplies



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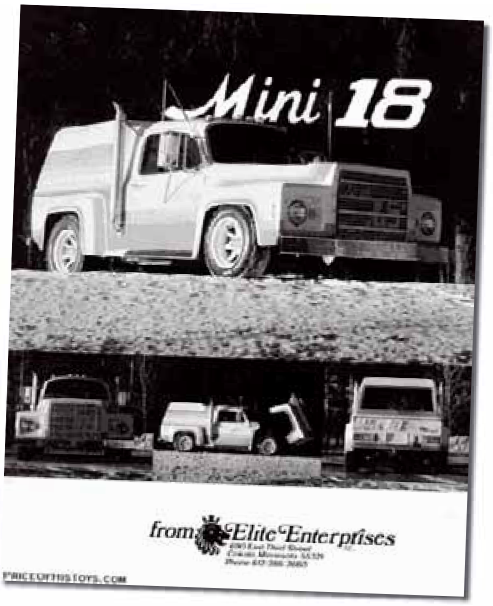
What Mike Pye, VolksWorld's Features Editor, has been up to this month


Mini 18

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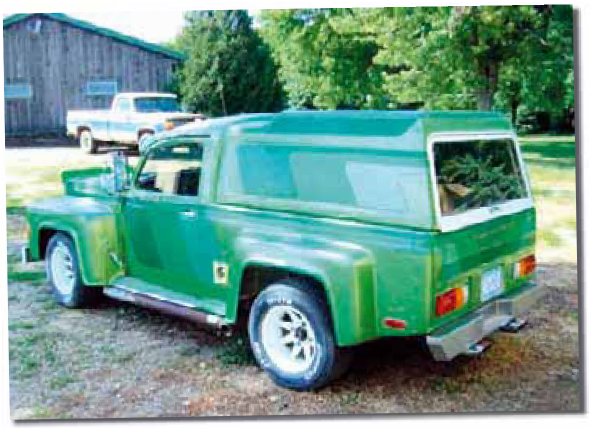
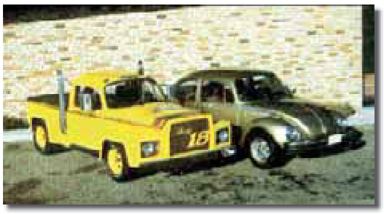
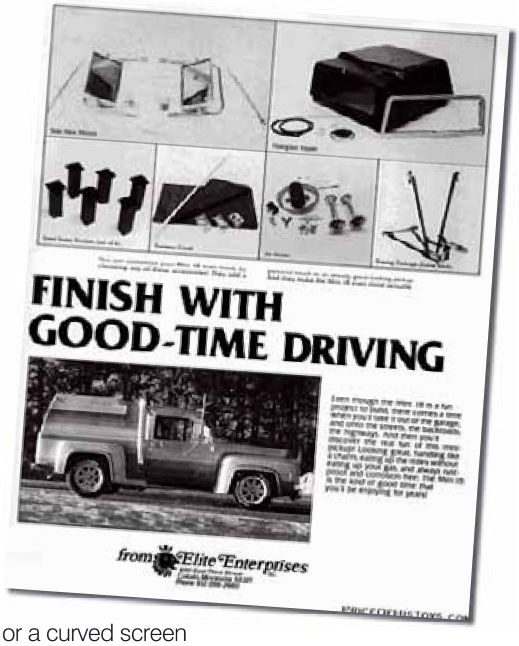




RIGHT Thanks to Elite Enterprises, you could have a Beetle that looked like a mini 18-wheeler. But why? **LEFT** Good old eBay even turned up one of these monstrosities for sale **BELOW** I didn't say a word…



FINISH WITH GOOD-TIME DRIVING

from Elite Enterprises

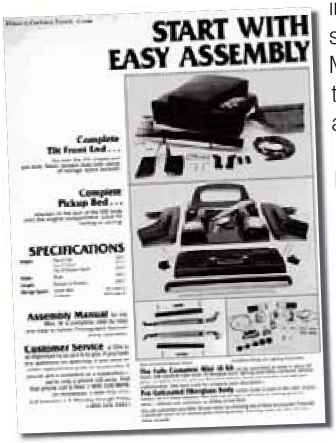
Truckin' hell

If you thought Mike's forbidden world of plastic fantastics couldn't get any worse, you were wrong – very wrong

When I saw Steve Walker's comments the other month about my apparent glass fibre VW kit car obsession I knew I had to set the record straight. I also knew I had to turn up something special to ace his Ventura. So, firstly, I'd like to say that I am not in any way a fan of these weird and wonderful plastic fantastics. I'm just amazed at the lengths people have gone to over the years to offer alternatives to the cute, roundy metal form of the Beetle.

Secondly, I have turned up something really special, but I'm keeping a lid on that for the time being, and in the interim I stumbled across this – a VW-based kit car capable of scaring small children and adults alike.

If you are one of the many who have been pondering how to turn your beloved Beetle into some sort of stepside pick-up/Mac truck-alike, then here's the answer.



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LEFT There was a time I'd have killed for a pair of Thrush outsiders, but that was the seventies, honest

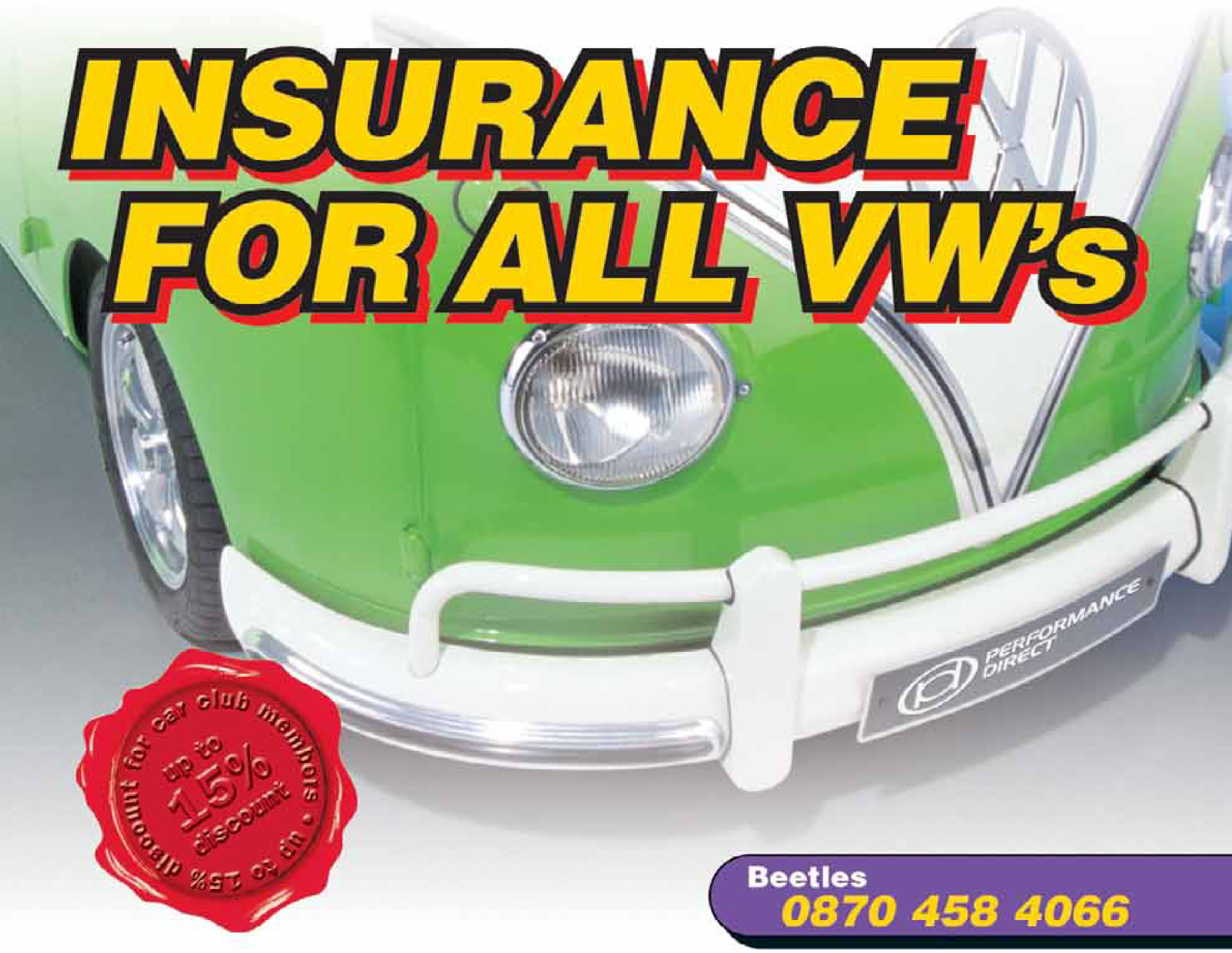
Marketed by Elite Enterprises, out of Minnesota, USA (the company also responsible for the Laser 917 kit car, as seen in *Herbie Goes To Monte Carlo*), some time in the late seventies or early eighties, this kit offered everything you need to turn a perfectly good Beetle into, quite literally, something else. But what makes this all the more unusual, apart from its grotesque physical features, is that rather than scrapping the Beetle body completely and just using the ubiquitous Beetle floorpan, the Mini 18, as it was called (the 18 being a reference to the US term for large, 18-wheeled, articulated trucks), required the builder to hack off the majority of the front end sheetmetal and everything from the doors back of what was presumably a decent donor car. You then added a one-piece, truck-style flip front and a stepside pick-up bed and/or snap-on canopy. Ever the wise marketers, Elite Enterprises also offered all the goodies you could want to 'customise' your truck – air horns, truck-style wing mirrors, fake exhaust stacks, mud flaps and truck lights.

The Mini 18 could be built using a standard, flat screen Beetle as the base or a curved screen 1303 Beetle (ideally, a gold one). Thanks to Shannon Larratt, a true glass fibre enthusiast, and his website *www.priceofhistoys.com* we were able to turn up an early Mini 18 brochure. It offered the following words of encouragement: "Even though the Mini 18 is a fun project to build, there comes a time when you'll take it out of the garage and onto the streets, the backroads, the highways. And then you'll discover the real fun of this mini-pick-up! Looking great, handling like a charm, eating up the miles without eating up your gas, and always rust-proof and corrosion-free. The Mini 18 is the kind of good time that you'll be enjoying for years!"

> **"The Mini 18 is the kind of good time that you'll be enjoying for years"**

My advice – bypass the great looks, the charming handling, the great gas mileage and the years of enjoyment. Don't ever take it out of the garage. In fact, don't ever open the garage door again.

INSURANCE FOR ALL VW's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life of brian

Brian Burrows – VW event organiser and host of www.volkszone.com

TOP Rod Dunkerley's Crew had the eighties 911 look. **ABOVE** Gary Angell's '68 Bug was always well turned out. **LEFT** The restored Targa Bug at this year's VolksWorld Show

Bug Jam instant replay

September 1991 saw the second Bug Jam of that year. The regular June event had been marred by bad weather and a campaign by Santa Pod's previous owners to undermine the event by having Radio One announce that it had been cancelled. They had even hung 'Bug Jam Cancelled' banners from the bridges that crossed the M1 motorway.

The September Instant Replay affair was a more laid-back version of the regular event but decent weather ensured a good turnout and some great VWDRC action. Brett Hawksbee was then a consultant for Santa Pod's new owners (at least until they paid him for the purchase of Bug Jam) and he had formed an association of like-minded movers and shakers to help publicise the event. Under the banner of 'Triple One', they included the likes of Thump! Thump!, Paintbox, myself and the German Car Company, among others.

Saturday started with qualifications for the heads-up Quick 8 and the Super Street frontrunners stole the show, with Jim Bowen raising the bar again with a blistering 11.67 quarter-mile pass in his street-legal Beetlegeuse bug. Gary Angell was just outside the 11s, running a string of 12-zeros in Bugbear and it was no surprise that both cars made it to the final of Saturday's Quick 8, taking out a few VWDRC modified cars along the way. Jim took the honours in the final with another 11.67.

> **"Jim showed everyone what 'dial your own index' bracket racing was about"**

The following day's VWDRC Championship Round saw Guy Barclay win his first ever round after beating Stuart Payne in the final, while Mssrs Angell and Bowen were back at it in Super Street. Both were trying to accumulate enough points to win the overall Super Street Championship with a meeting to spare. Gary was number one qualifier with a 12.07 and, once again, he met Jim in the final after disposing of Raechel Fairhust in the semis, with Jim beating Bruce Kopasz and Captain Colin Arkle to get there. Gary ran an almost perfect 12.08 on a 12.07 dial-in to beat Jim and show everyone what 'dial your own index' bracket racing was about. As both had made the final, they would have to wait until the final championship round to decide who would be VWDRC Super Street Champion.

In Modified, I had just about had it with the Outrage Speedster. Although number one qualifier, with a 10.39, after working through the night on the trans, we were still experiencing gear selection problems and failed to stage for the first round. This frustration would lead directly to me building Outrage II (with a Chevy Powerglide transmission) over the coming winter.

Meanwhile, Keith Seume had had valve/head problems and hadn't been able to get his car ready in time. Rookie racers Ross Morrison and Nick Beaumont made up the rest of the field alongside Microgiant's Paul Miller in the Prince Of Darkness car. Paul would eventually beat newcomer Nick in the final and secure himself the VWDRC Modified Championship.

The show 'n' shine was well supported too, with quality rides, like Ivan McCutcheon's 'Looker, Russ Fielding's Baja, Rod Dunkerley's Double Cab, Simon Yarwood's 'Looker, Adam Talbot's mental Buggy and a couple of superb Thump! Thump! Targa Bugs.

The event did enough to reaffirm everyone's belief in Bug Jam, ensuring many would return for 1992's June event. Meanwhile, next stop for the VWDRC would be Avon Park for the Championship Finals, where we would see three Modified cars qualify below 10.50 and the Super Street record smashed again.

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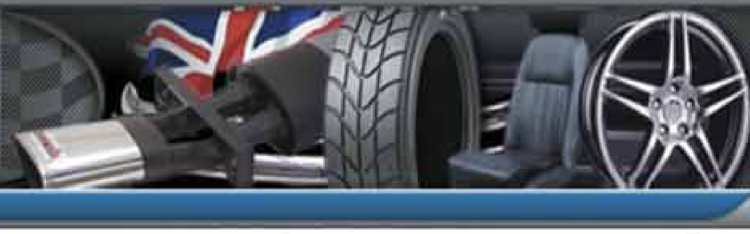
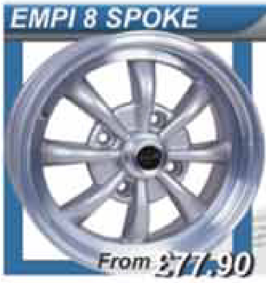


EMPI 8 SPOKE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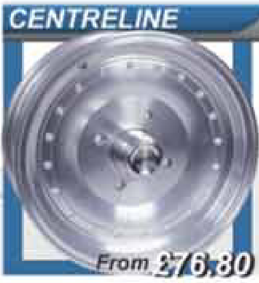
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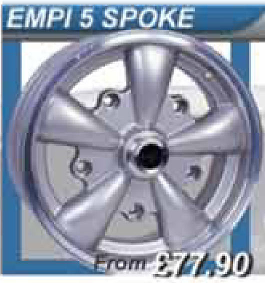
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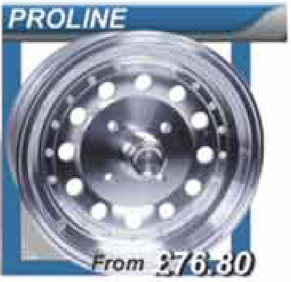
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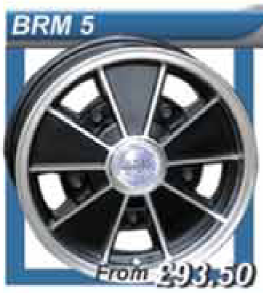
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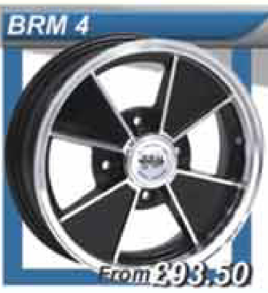
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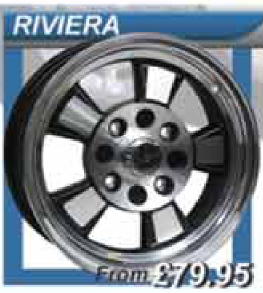
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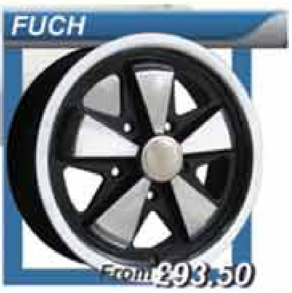
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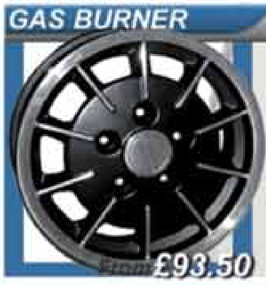
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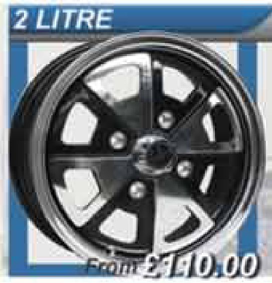
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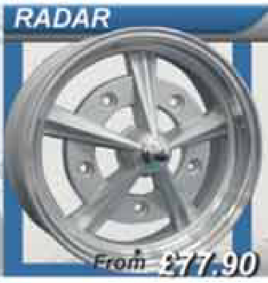
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DEVA

ABOVE Left Hand Drive Manx on a '63 chassis - you've got to admit it rocks! **BELOW** It's got to be the biggest buzz to hit the VW Scene of late - more and more VW Rods are turning up at shows

This family show, held at Chester Racecourse, 5-7 August 2005, captures all the elements that make a VW event special

Words: Dick Beecham
Pics: Julian Robinson and Abi

Now in its third year, Deva Dubs 'n' Rods is going from strength to strength. With numbers of visitors, traders, show 'n' shine entrants and clubs up on last year, it seems that Matt Edwards and Brian Burrows have themselves a winner.

The best thing about the show is the location. Chester racecourse offers a beautiful green field site right in the centre of the old Roman city and many visitors' girlfriends or wives took the opportunity to 'window shop' in Chester's very chic and trendy town centre. The organisers have also managed to transfer all the elements that make the VW Action shows work and have created another safe, clean, family environment for VW enthusiasts to enjoy.

By Friday evening the camping areas were filling up nicely, with a small but steady queue at the gate. Jensen D Groover and Brian Burrows hosted the Pub Quiz, riddled with sexual innuendo and questions that could be deemed 'naughty'. The eventual winners were the 100 per cent Rodent team, made up mainly of *volkszone.com* users. Pub/Club comedian Wild Bill Wooland followed the quiz and his brand of Scouse humour had the folk in the marquee splitting their sides.

The Daily Driver Show 'n' Shine was well attended on Saturday and the traders did a roaring trade. The fairground rides kept the kids happy well into the evening.

The evening's entertainment was, once again, provided by Jensen D Groover's Carwash and included several scantily

ABOVE Deva is an event for both Volkswagens and Hot Rods - Yanks are made very welcome and when they're as cool as this Ford Stationwagon, it's only right that we run a photo!
ABOVE RIGHT Nice looking Old School '66 Karmann Ghia Coupe
RIGHT There's no rule book that says you've got to have a show car to go to a show - owning any old VW is your fast-track into the scene

LEFT The interest in good clean original Bay windows has seen prices creep up and up and... Have you checked the price lately? **RIGHT** Those wheels are Der Steiner Rads from Germany. Aren't they the business? **BELOW LEFT** Get your Rat out! **BELOW** The Moon truck - a true Hot Rod! Look how low that grille-shell is to the deck. We bet that's one to be careful with over speed bumps

clad, but tasteful, lady dancers. By the time warm-up DJ Bri Vinyl handed over to Jensen, the marquee was rocking and the guys and gals took a roller-coaster ride that included seventies disco, eighties dance, The Prodigy, Madness and sing-along anthems from the Undertones and Supergrass to the usual 'Daydream Believer' finale. Many said that it had been Jensen's finest ever set.

By 10am on Sunday the show 'n' shine was virtually full. Bugs, Buses, Golfs and some absolutely beautiful Hot Rods and Yanks filled the field as far as the eye could see and it took hours to view them all in detail. Before the show winners were awarded their trophies, Mssrs Burrows and Groover joined forces again to conduct the charity auction in aid of Brad's Cancer Foundation. Many of the traders present had donated goods to be auctioned off. The final sum raised was £360.

After the show 'n' shine presentations, some folk started to head home, while others stayed and played frisbee or football in the late afternoon sun. It was one of those special weekends that only happen every now and then and congratulations must go to all who helped organise this great event.

ABOVE Al Boyle's custom Bug is a fine piece of work - that's for certain
BELOW Factory high top panelvan - rare!

LEFT Love the colour, love the car! Guess the year and model? We'd say a '71 911T **BELOW** As you can see, Deva attracted a good number of top quality Type 2s - it was like Samba city **RIGHT** CheshAIR OG Gangstas! Dress-up to join in the fun!

SPA 2005

LEFT Despite the gloomy weather there was still a healthy amount of visitors to SPA.
ABOVE The owner and passenger in this Ghia were into the spirit of things. Good work fella's.
BELOW Adam Sheard's lovely Four Play gasser

With more Brits in attendance this year than ever, Le Bug Show, held at Spa Francorchamps on 19 to 21 August, is growing in popularity. Thousands of VW fans from all over

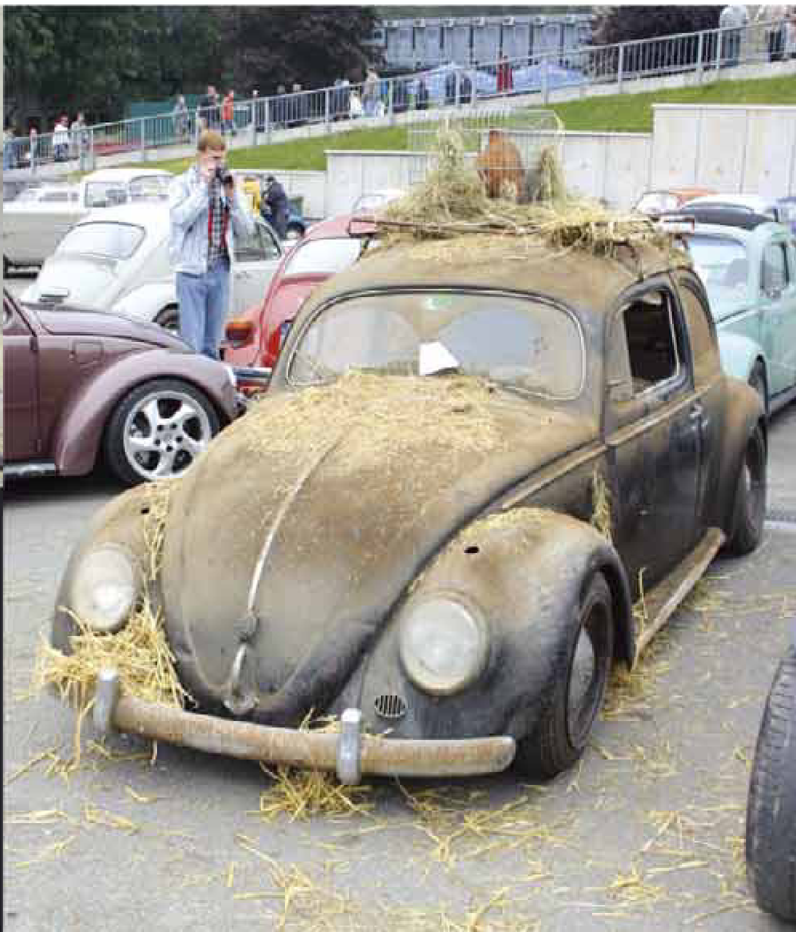
Words: Jon Gilbert
Pics: Team VolksWorld

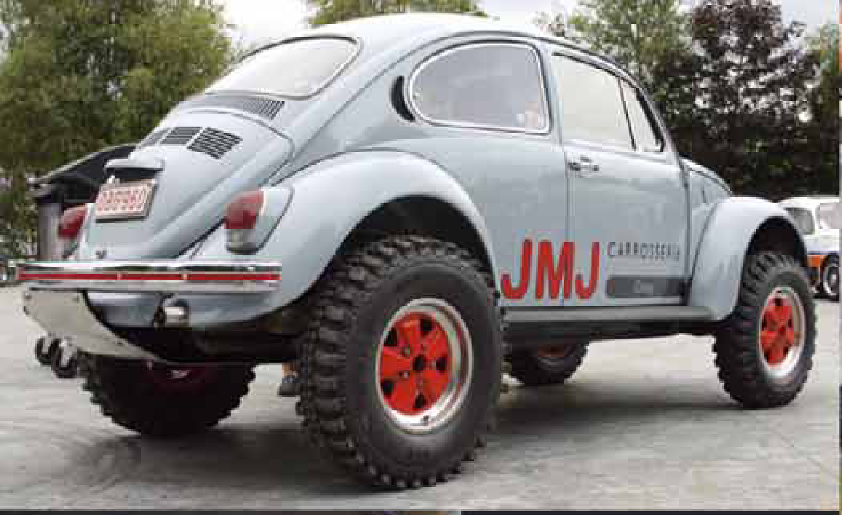
I am sure you hear this every year and not just from us, but Le Bug Show, run by the Belgian Buggy and VW Club, is one of the best VW shows of the year. Don't let the long drive put you off, as it really isn't that bad and, with a load of friends in tow, it can be a good giggle.

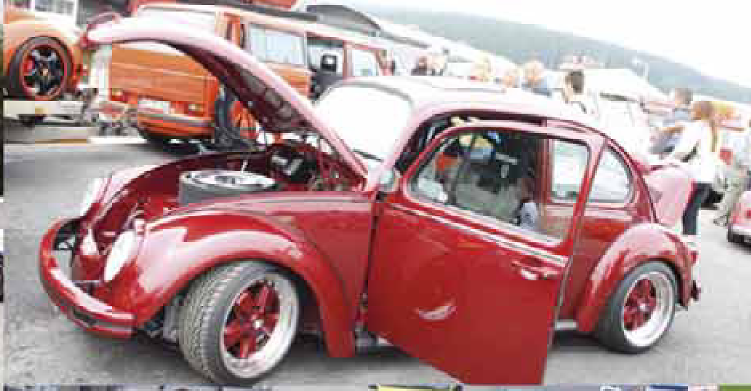
On arrival at midday, we were greeted by an almost full campsite, as it seems that most people had arrived on the Thursday evening, which might be why there was no queue at the entrance to the show ground. Having said that, there was a steady flow of cars coming through the gates for the rest of Friday and the organisers were working hard to make this process as quick as possible.

The fact that the main camping area was already full didn't really bother us, as there are plenty of places where you can pitch your tent or park your Camper. If you drive out of the site, you can go to the family

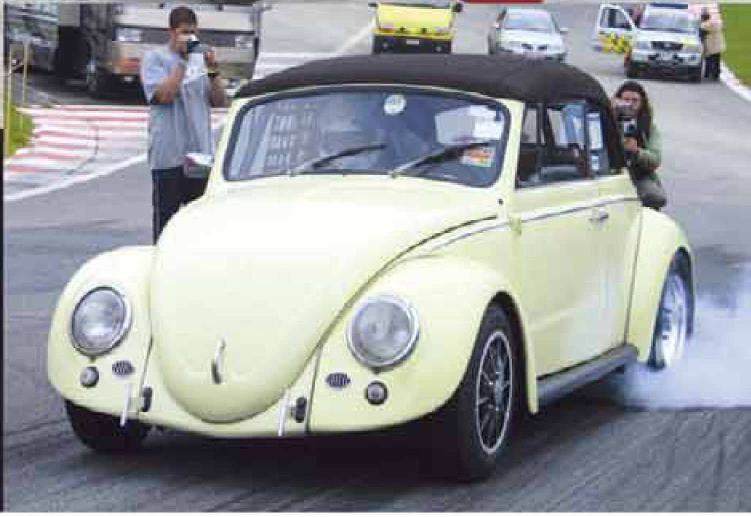
LEFT Very nice Samba
RIGHT The owner of this Oval went all out to make sure people were aware that this was a barn find. It even had a live chicken on the roof and baby chicks in the footwell. Any animal rights activists about?







ABOVE Is this going to be the next new look? We don't think so even though it did look very cool
ABOVE RIGHT This amazing German-look Bug was getting lots of attention all weekend long
RIGHT Richie Webb prepares his tyres for another fast run
LEFT We can't show you the strippers but here are the many people piling up to watch them

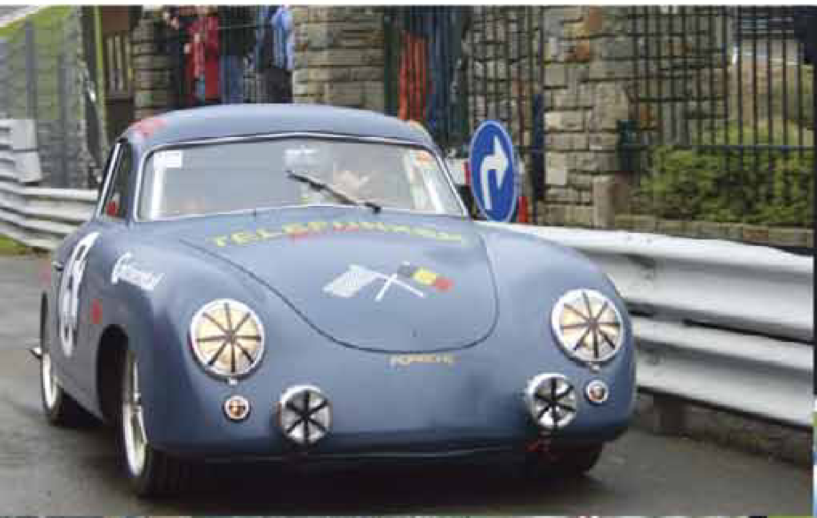


camping fields or retreat to the woods. We opted for the latter option, as it was very tranquil among the pine trees, despite the many Vee Dubbers already putting up camp and the fact that you could easily get lost at night.

Spa is host to plenty of antics, so don't be to shocked when a grown man comes whizzing passed you on a home-made petrol motor driven Radio Flyer pulling wheelies or on a motorbike shooting four-foot flames out of its exhaust.

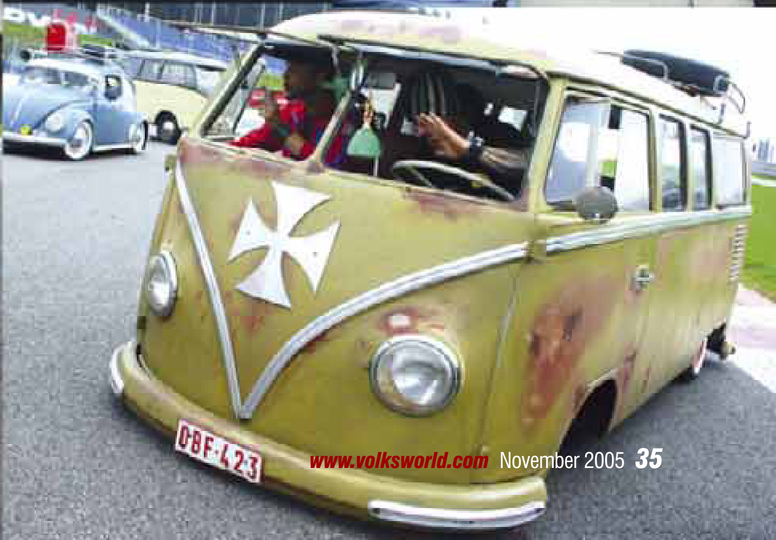
There is so much going on around the site that it can take you a couple of hours to meander towards the main tent in the evenings. In fact, the main road through the show ground seems to be an attraction in itself now, with spectators lining the way for scooters, bikes, go-karts and, of course, high powered VWs doing all sorts of tricks.

The club organisers put on a good selection of entertainment in the evenings, with live bands and DJs doing their thing all night long. On the Saturday, there was a very impressive fireworks display to open up the evening's activities. These comprised of 30 VW club representatives from all over Europe going head to head to see how long they could hold a jug of beer at arm's length. We are proud to say that the UK's own Marco Mansi made it down to the last two contestants and, in our eyes, he was cheated, as the guy who won was not only wearing a dodgy tracksuit, but clearly didn't understand the rule 'hold at



MUPPET
PINK PANTHER
MEXICO

LEFT We fell in love with this very cool 356 rolling on 17-inch New Beetle BRM's
RIGHT Marco Mansi and some dude wearing a tracksuit were the final two contestants to hold a jug of beer at arms length. They were so good they had to down the beer as a decider.
BELOW This dumped on the floor Split Bus rocked!



LEFT Jorn Hansen's Type 3 Notch set a new standard **RIGHT** Micheal Attewell's lovey Ghia looked as good as ever **BELOW** The interior in this Bus took our breath away **BELOW LEFT** The legendry Race Shop Ghia now owned by Russel Ritchie

arm's length'. He had a mullet too!

After this very exciting event we were made to stay for the strip show, which we tried to argue our way out of, but we couldn't seem to make our way through the crowd blocking us in, so we had to stay in our spot, right at the front!

During both days, there was lots of track action with some good times being produced. Terry Grant pulled off some fantastic stunts and Herbie did his own stunts to keep the crowd amused.

If you're a Buggy owner or off-road fan, then you could have gone to the off-road track for some fun, but, by all accounts, it was very muddy.

As for the show cars, well, what can we say? The high quality of the cars at Spa never ceases to amaze us, with fantastic examples turning up each year. The Rat Look is catching on, though, so we saw quite a few cool and crusty VWs too.

The parade around the Spa race circuit was as impressive as ever, with thousands of vehicles taking part. The atmosphere on the track is like nothing else. Taking part in a cruise this huge with nothing but air-cooled Volkswagens and very happy people is by far one of the best moments we took away with us from the weekend. Finally, we must congratulate the five Brits who won trophies for racing (see pictures). Well done, guys!

So, if you have never been to Le Bug Show, book it for next year. You will not regret it.

LEFT Pete Englazos of The Cogbox was doing his thing in the feisty little Fiat 600 **RIGHT** Thousands of VW's took to the track for the main cruise on Saturday. Certainly the highlight of the weekend. **BELOW** The guys at Keift and Klok are responsible for this ratty Crew Cab and looked great on those new Flat 4 Enkei wheels.

ABOVE Another of our highlights at SPA was seeing this scaled down toy Spyder. It had working lights and breaklights and was driven by an electric motor and made engine noises - cool!

SPEEDWELL USA

ABOVE Another show stopper was this Split Bug owned by Anders Juel, everybody was talking about it. You can see why.
RIGHT Good ol' Mark Hopley tunrned up show his Samba off
BELOW There was something about this Bugardi Bug that we liked and it wasn't that skanky Piranha mounted to the front bumper!

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LEFT Gerd Weiser was out in his GWD Type 34 Razor Edge
BELOW LEFT Another Type 34 but this one has been super slammed on the deck and is owned by one of the DBS VW Club members.
BELOW RIGHT There were not many Volksrods in SPA but this one certainly was getting a lot of smiles

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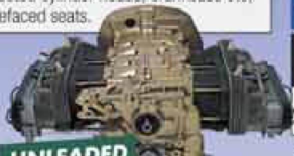

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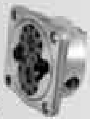

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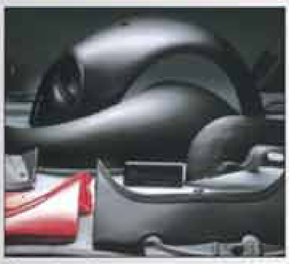

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U.S. Spec.

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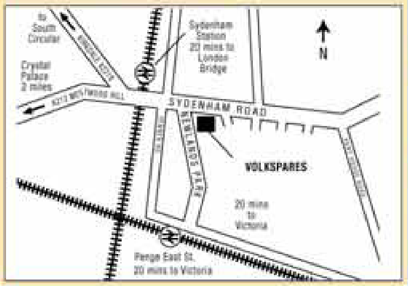

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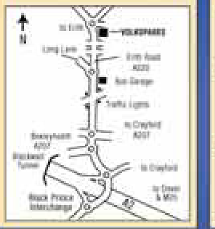

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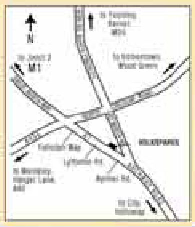

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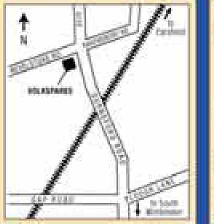

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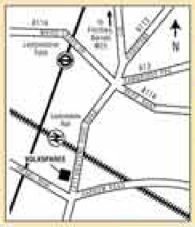

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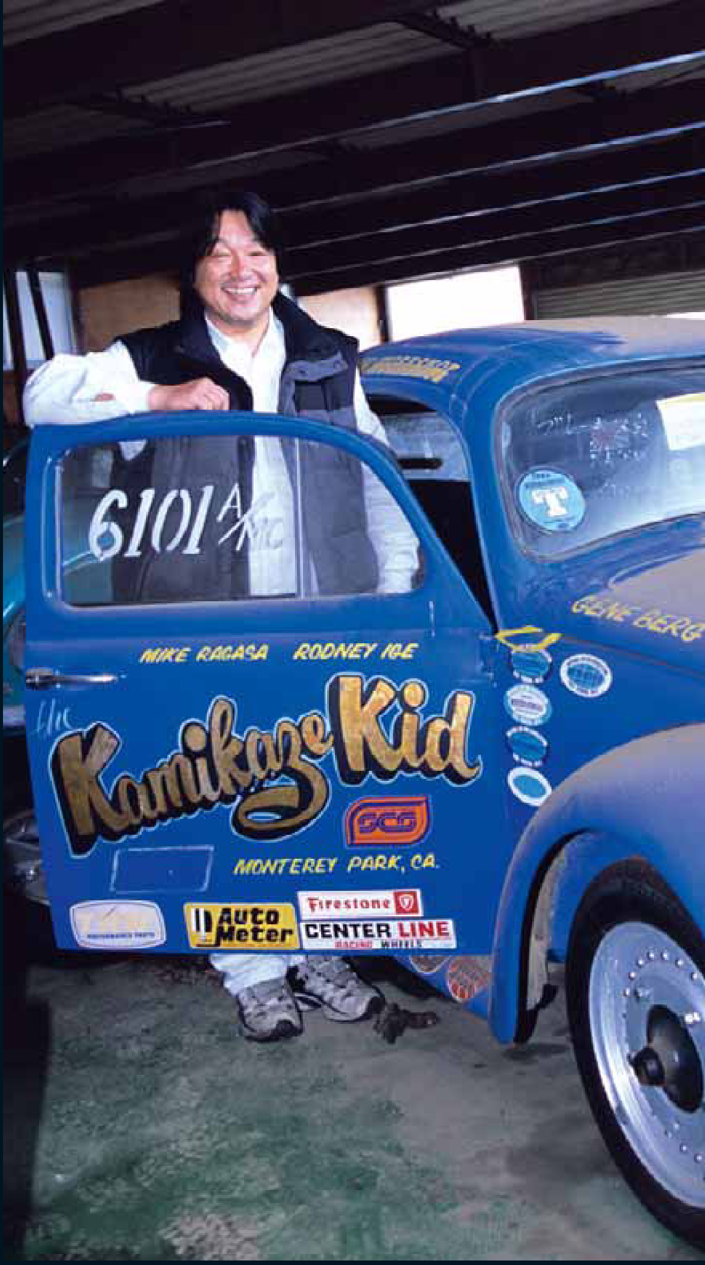
Time warp Teddy

Akira ‘Teddy Bear’ Ueno’s collection of VWs is astonishing – not just for how many he has but for the view of the 1970s and eighties California VW scene that they afford us today. Welcome to one man’s obsession with nostalgia

Words: Mike Pye
Photos: Julien David Collombet, *Super VW* magazine
Special thanks to Masatake Ishiko for his help with this feature.

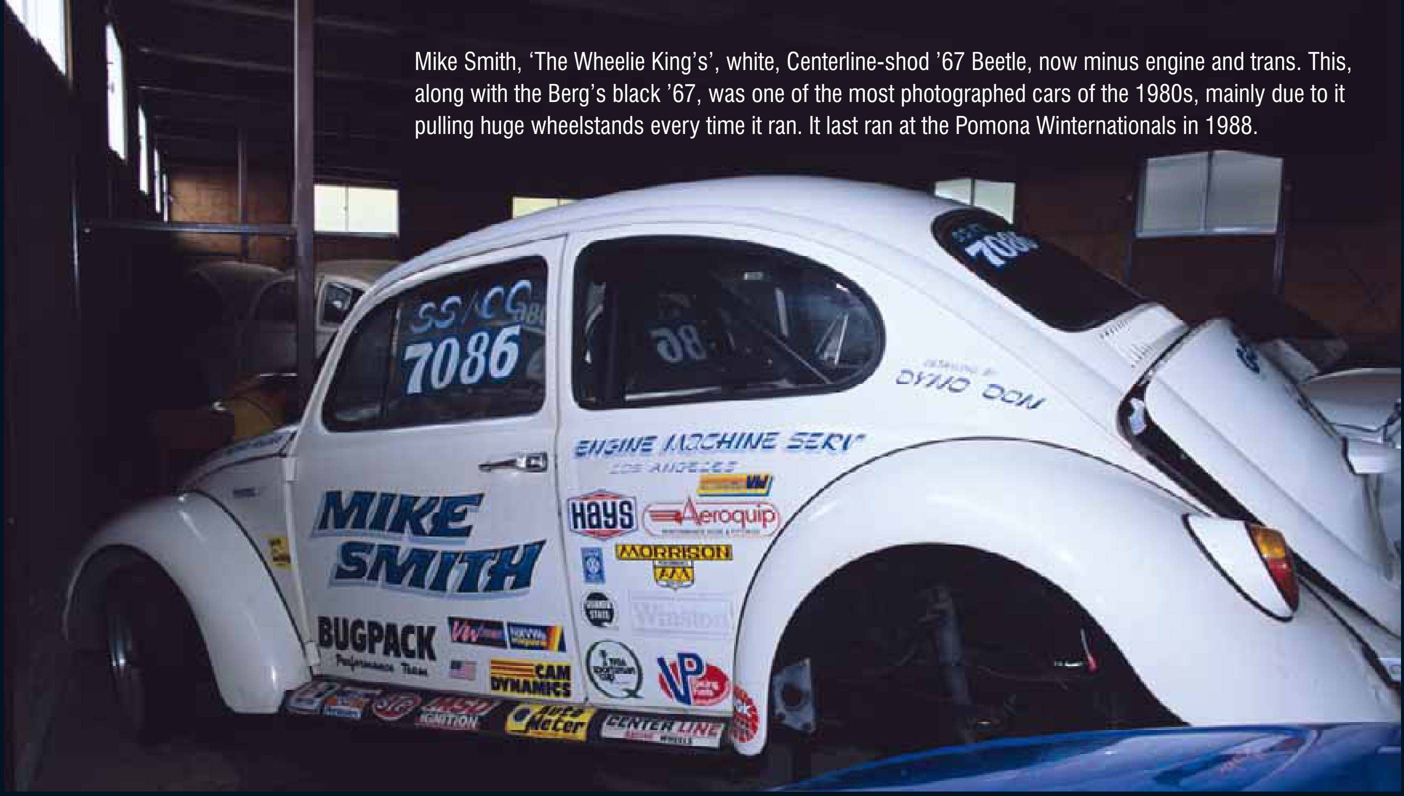
Some people collect old magazines, some collect period photographs, but very few people collect the actual cars that are part and parcel of the history of the VW scene. Akira ‘Teddy Bear’ Ueno of Bee Haus in Chiba, Japan, however, is a man who does just this.

One of the legends of the VW scene in Japan, he was right there in the thick of it, living in Santa Monica, California in the 1970s and eighties and working at Jim Abdon’s VW shop. He even raced his own car – a US-spec ’53 Zwitter with Japanese licence plates – at OCIR (Orange County International Raceway) in the heyday of the



ABOVE 50-year-old Akira earned the nickname ‘Teddy Bear’ because of his size and friendly demeanour. He lives in Chiba, a city east of Tokyo in Japan, and runs Bee Haus, his own specialist VW workshop, which is heavily involved in the Japanese drag racing scene. His first taste of VW drag racing came when Mike Smith took him out in his street car one weekend in the seventies for a bit of illicit street racing and he’s not looked back since

ABOVE Another refugee from the eighties, Black Magic drag car is exactly as it was the day it stopped racing
LEFT Just a small part of Akira’s amazing collection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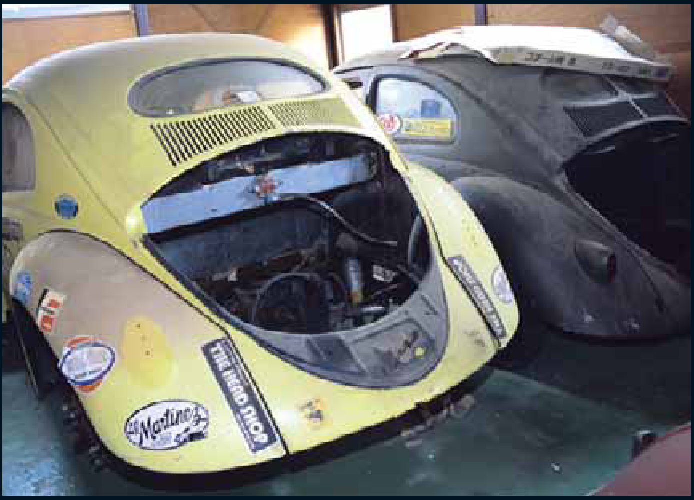
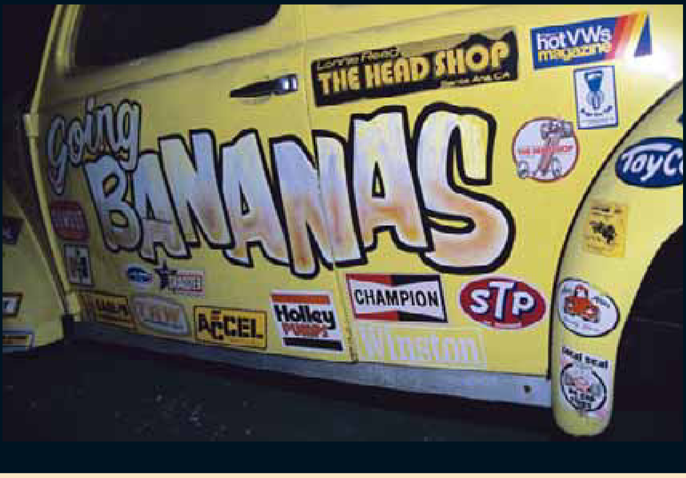
Mike Smith, 'The Wheelie King's', white, Centerline-shod '67 Beetle, now minus engine and trans. This, along with the Berg's black '67, was one of the most photographed cars of the 1980s, mainly due to it pulling huge wheelstands every time it ran. It last ran at the Pomona Winternationals in 1988.


THE HEAD SHOP
Martinez

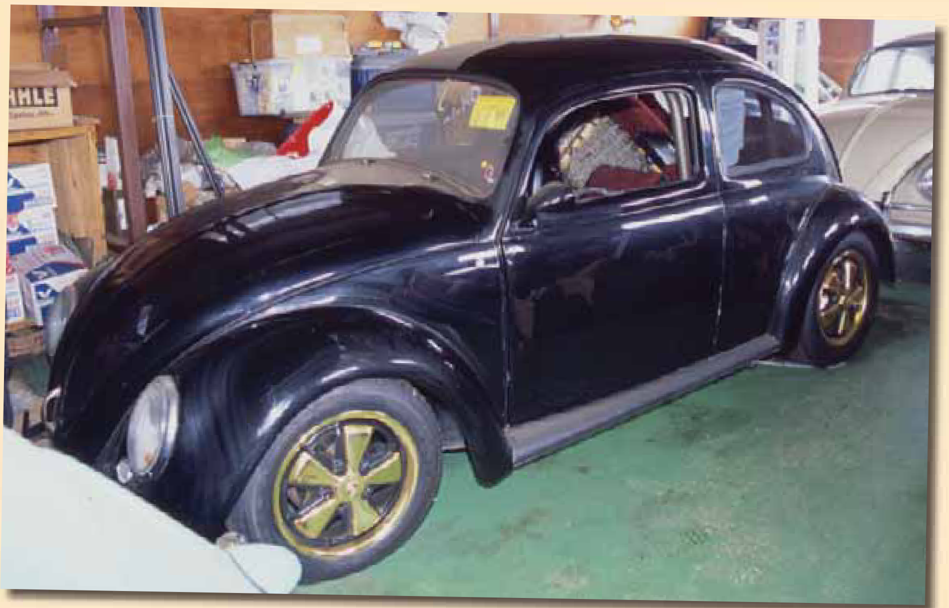
ABOVE The forlorn looking '53 Zwitter in the background is Akira's own racecar from his Bug-In days. It was bought in America and raced with a Japanese licence plate and an engine he built himself. To Akira, this is probably the most precious car in the whole collection

LEFT & BELOW 'Going Bananas' – although it is missing its engine, this car is remarkably complete, right down to the Herculon plaid door and dash panels, Grant deep dish steering wheel and Hurst shifter that were the hot ticket in the 1970s. Like 'Insanity', this car used to run smooth spindle mounts on the front and polished aluminium Mitchells on the rear

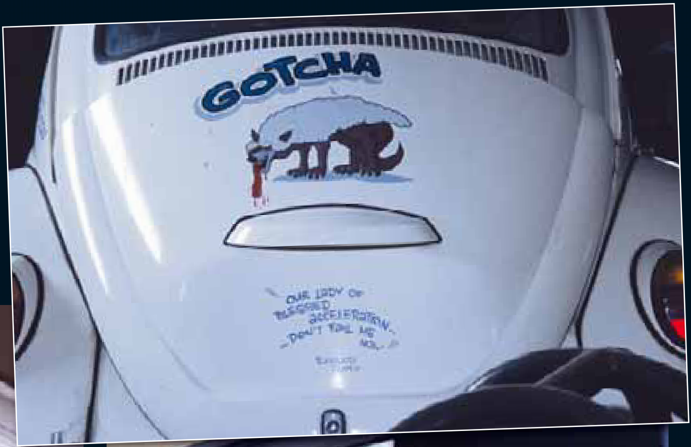

Going BANANAS
THE HEAD SHOP
hot VWs magazine
CHAMPION
STP
ACCEL
Holley
Winston

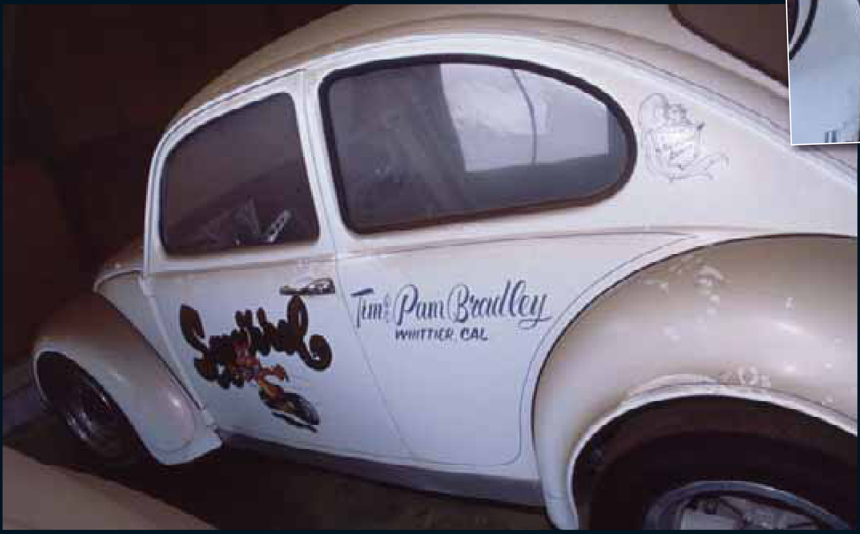
Larry Shaw of Quick Bug Repair in Costa Mesa, CA built the only car ever to have won best of show three times at the original Bug-In events and also the car that is said to have changed the face of show cars forever. He debuted his incredible black, gold and brass '62 at Bug-In 26 in March 1981, missed out on the title later that year at Bug-In 27, but returned and scooped the award twice more at the 28 and 29 events at either end of 1982.

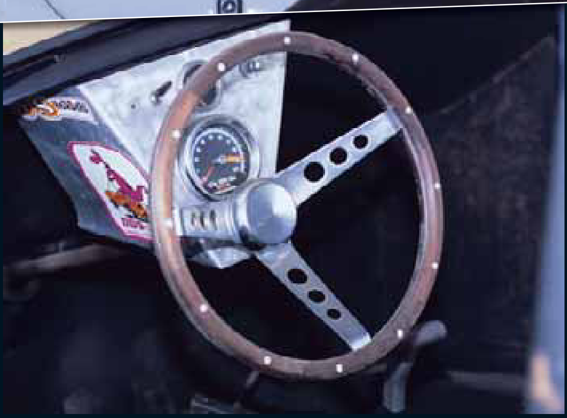
Unbelievable detailing, real gold and brass plating throughout, a full house 2180cc IDA motor, crushed velour interior, suicide doors and mile-deep black lacquer paintjob were its trademarks. The cover feature in *Hot VWs* March '83 California Look special shows it at its all time best. Akira bought this legendary car four years ago.



Tim & Pam Bradley's white and pinstriped '66 'Squirrel' is a perfect example of a traditional early seventies drag car. Dash has been cut out and replaced with a small, hand-made aluminium pod with a Sun tach and a Stewart Warner oil pressure gauge. Original DDS and S&S stickers are still in place and the steering wheel is a deep dish Grant wood rim. Cal Parts five-spokes and M&H Racemasters under lip flared glass rear wings pre-date the Centerlines, while the 'Our lady of blessed acceleration…' quote on the decklid is from *The Blues Brothers*, the greatest musical ever made.





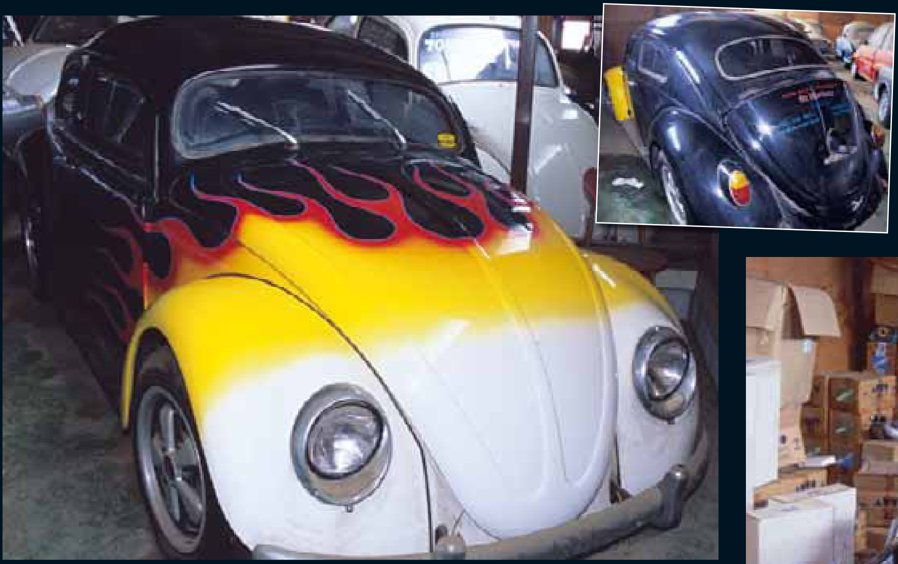


original Bug-Ins and, since moving back to Japan, has amassed an enviable collection of racecars and customs from his time in the sunshine state.

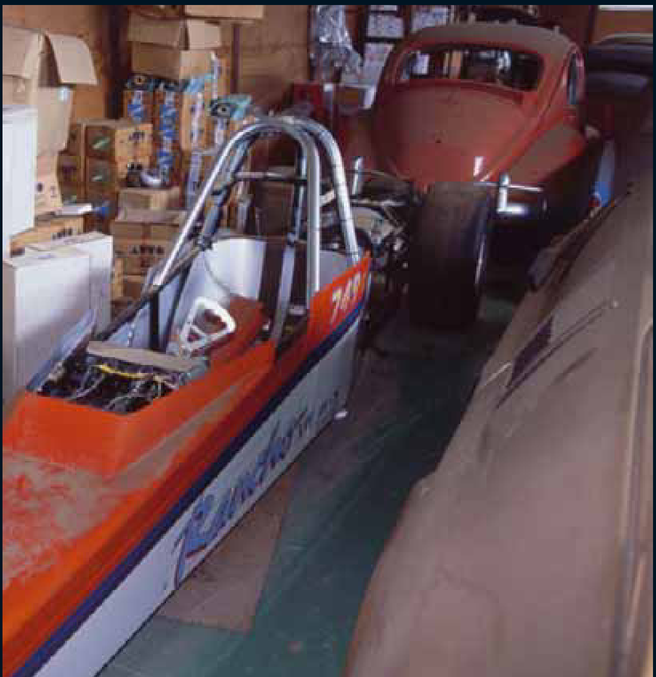
Anyone who has ever read old copies of *Dune Buggies and Hot VWs* or *VW Trends* magazines will recognise some of the cars immediately and despite many now missing the performance engines and transmissions that made their names commonplace in event reports and magazine features back then, the cars are remarkably intact, serving as a fantastic reminder of how the California VW scene looked and evolved in the 1970s and eighties. Being good friends with so many of the famous names of the day meant Akira was in a unique position to snap up these well-known cars as and when they were put up for sale. The reason he bought them is simply to keep the memories alive.

Take a look at the stickers on the cars and you'll see that the same names come up over and over again – Tayco (Bill Taylor's company out of Inglewood, CA), Lonnie Reed's The Head Shop in Santa Ana, Hurst shifters, S&S Exhausts, Gene Berg Enterprises, Auto Haus, Deano Dynosaurs, Magnum Gears, Joe Hunt Magnetos, Al Martinez Paint, Scat, Small Car Specialties, Weber, Autometer and Centerline. These names are as familiar to us today as they were 30 years ago and, in many cases, innovators who helped make the VW scene what it is today.

As far as engines go, the hot set-up



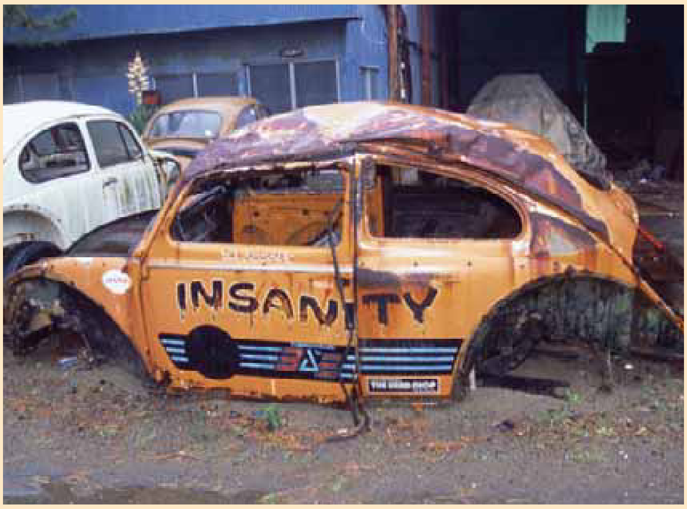
LEFT Black and flamed chopped Bug with paint by Martinez and Fuchs wheels is typical of what were referred to as California Look cars in the early to mid-eighties. Al Martinez, as well as being renowned for his body and paintwork skills (though perhaps not his flame jobs), was also one of the main show car judges at the original Bug-Ins

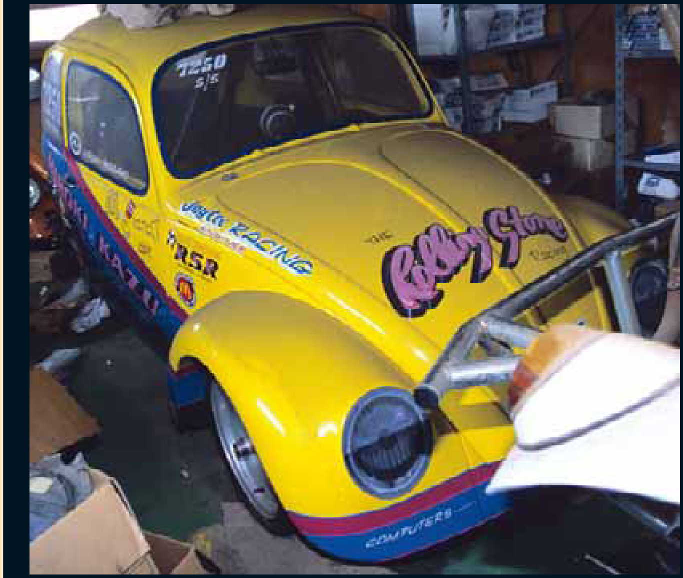


RIGHT Akira's collection includes three rail dragsters – the red, white and blue one from Rancho shown here, a five-cylinder Audi-powered version from Engine Machine Services and a third also called 'Crazy Scat' that originally ran out of Scat Japan

Jim Abdon's 'Insanity' Beetle (or what's left of it) represented the transition from the seventies to the eighties. Turbocharged by 1970s turbo guru Bob McClure (BAE), it originally ran with orange Plexiglass windows, polished Mitchells on the back and solid spindle mounts on the front.

Sadly, after acquiring the car from his old friend, Akira crashed catastrophically at Fuji Speedway in 1984. He did build a replacement car, 'Insanity 2', based on a Karmann Ghia, but the car never ran right, so all that remains is the badly damaged bodyshell of the original car.



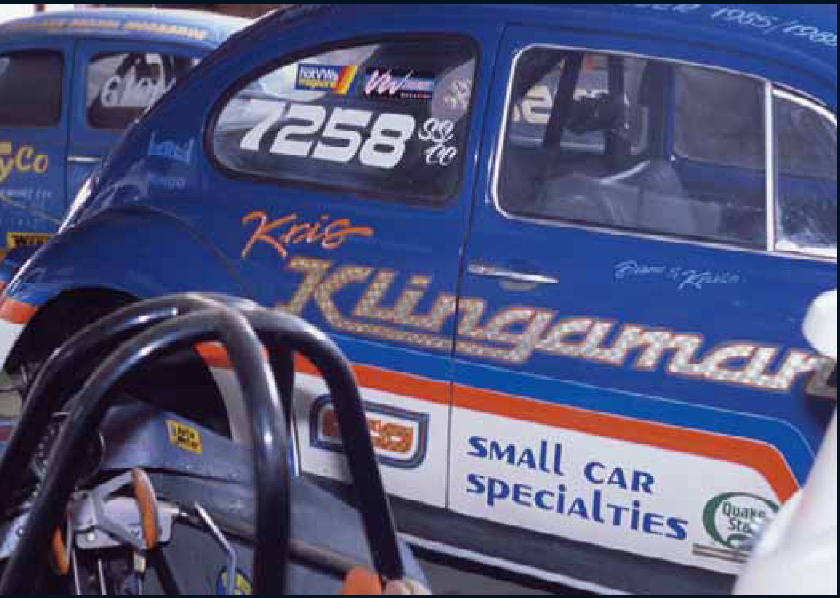


ABOVE This multi-coloured Super Street Bug holds the biggest surprise of all. If the names Duncan and Nuss mean anything to you then you'll be amazed to hear that this is the very same wheelie-popping, Tayco-sponsored 'Madness' once driven by Bill Duncan, later of Engine Machine Services. It went on to become the Bugpack Super Streeter before Hiroki Iwasaki bought it, repainted it yellow with graphics and coined it 'Rolling Stone'. Now that's a piece of VW history

of high compression and dual 48 fire breathers started to make way in the late 1970s for the turbocharger revolution, in VW drag racing at least, and this is evident in names like Bob McClure (BAE) and KRE (Kawell Race Engines) that appear on the sides of Jim Abdon and Kris Klingaman's racecars. Kawell was the first to run a seven-second quarter-mile using turbocharged VW power and pretty much all subsequent milestone runs since have used this form of forced induction.

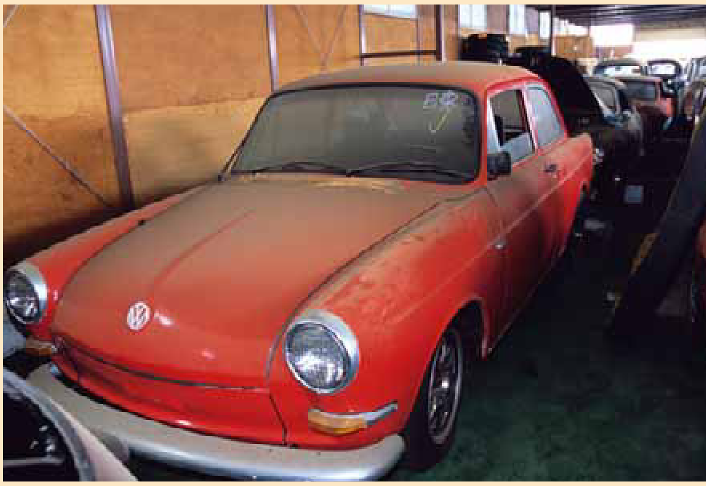
Looking at the pictures, you'll see that racecar interior treatments can be dated. Cal Custom or Grant steering wheels and plaid covered panels and inserts with black vinyl panels were big news in the seventies, but these were eventually replaced with lighter, more functional aluminium panels and steering wheels from the likes of Formuling France and Spider wheels from Claude's Buggies (later to become CB Performance) in the eighties. The old standard Sun tachometers in lightweight, hand-formed aluminium pods, which replaced the stock steel dashes, were similarly replaced with aluminium inserts or complete dashes, stuffed full of Autometer's finest, often supplemented by cheaper VDO gauges too.

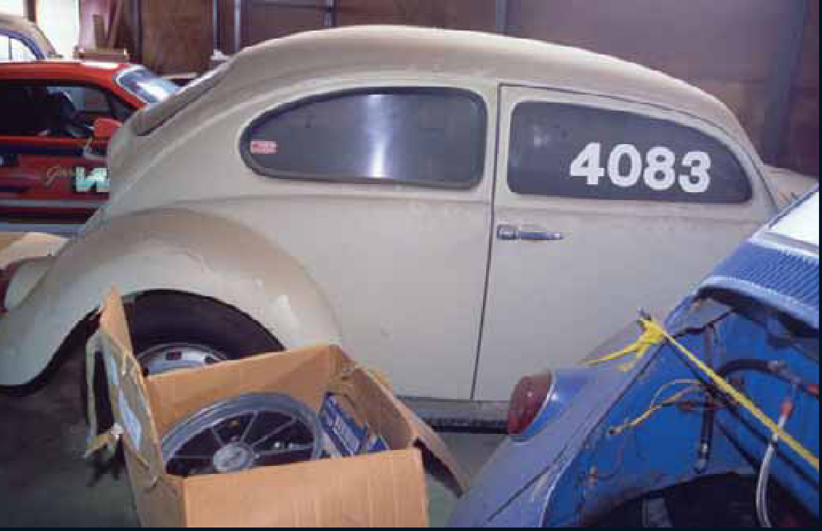
As is often the case, developments on the track were mirrored by the street car scene, as aluminium dashes became billet aluminium dash panels on the street cars. By the 1980s graphics and graphic highlights were everywhere.



ABOVE Kris Klingaman's infamous Small Car Specialties sponsored drag car. Klingaman was a member of the Newport Beach Volkswagen Club, the same club Bug-In organiser Rich Kimball belonged to, and his hard-charging '69 was considered one of the best turned out street-cum-racecars around. It was also running consistent low 12s in the early 1980s

Red Notchback with Porsche 2.0-litre alloys and headlamp guards exhibits the standard look for the 1980s and early nineties. Porsche Guards red paint sales soared as the more traditional hot motored Cal Lookers of the seventies were diluted for mass appeal. This is the kind of California Look we in the UK became familiar with in the late eighties before the scene turned full circle and got back into high performance motors and rare, original components.





ABOVE Although it is hard to tell now, this wedge-chopped '66 is 'Crazy Scat', once the scourge of the Japanese racetracks. Built by Scat Japan in 1979 under the guidance of Japanese VW legend, Mr Tombo (Kohich Takezawa), it was painted pink with the name in bold letters on the sides. It ran regular 12s with a 92x82mm motor built by Mr Tamaru, one of the foremost engine builders in Japan, and Centerlines. In its day, this was the car to beat

LEFT AND BELOW As well as cars, Akira has an enviable collection of parts, including NOS 5.5J Fuchs alloys, and original Speedwell/BRMs

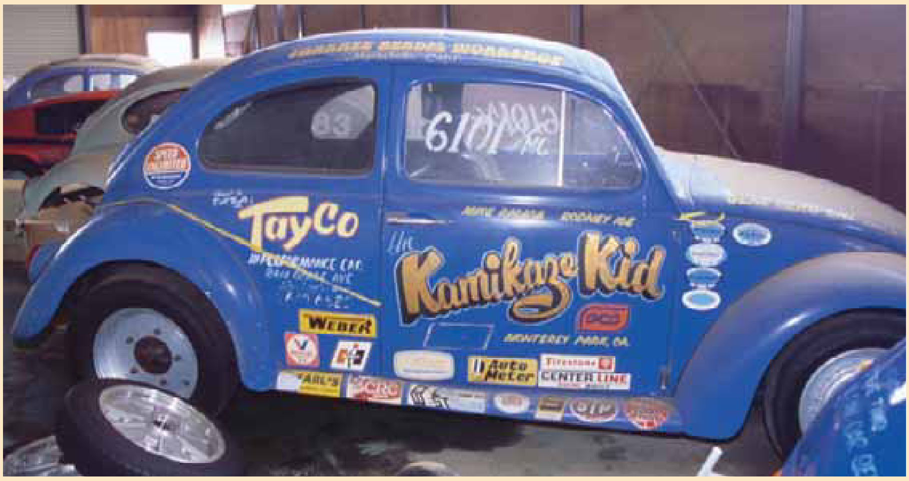
Two-piece, riveted Centerline wheels and the very similar bolt-together Mitchell and Weld Racing versions were *de rigeur* for the race crowd in the 1980s. However, the faster cars were already making the move to lightweight, spindle mount, aluminium front wheels and no front brakes at all, and street cars were almost solely rolling on Porsche Fuchs and Mahle wheels and either genuine or repro EMPI five- and eight-spokes. Aside from the real hard core California Lookers, Speedwell/BRM magnesium wheels were virtually unseen at this time – something that was to change dramatically in the nineties with the release of reproduction versions of this fabled wheel.

While some may question the point of owning a load of unusable racecars from back in the day, Akira's amazing collection serves as a fantastic reminder of how things used to be. And, for him, just opening the doors to the warehouse where these cars are stored must bring the memories of his time in California flooding back and a huge smile to his face. It certainly did to ours.

Gary's VW SPECIAL

ABOVE As brought to light by Steve Walker in our September issue, the Brazilian-made Ventura kit car. Gary's VW Specialties was the official US importer of these cars into the USA and, as well as Gary's own graphic'ed promotional version, Akira owns a gold one

ABOVE AND BELOW Metallic grey Fastback shows how California Look transcended the boundaries into custom in the 1980s. Full dechrome and genuine eight-spokes are traditional but louvred boot was a sign of things to come



'The Kamikaze Kid' – another Stateside racecar that was a regular at the Bug-Ins, campaigned by Mike Ragasa and Rodney Ige. Still amazingly intact and based on a steel sliding sunroof car, the sticker in the 'screen tells us this car last ran in 1983. This is one of Akira's latest additions.

RIGHT Huge pile of NOS 145 Michelins hiding behind original '70 Cal Looker with rollcage, Centerlines and Der Zöttig Kaffers club decal

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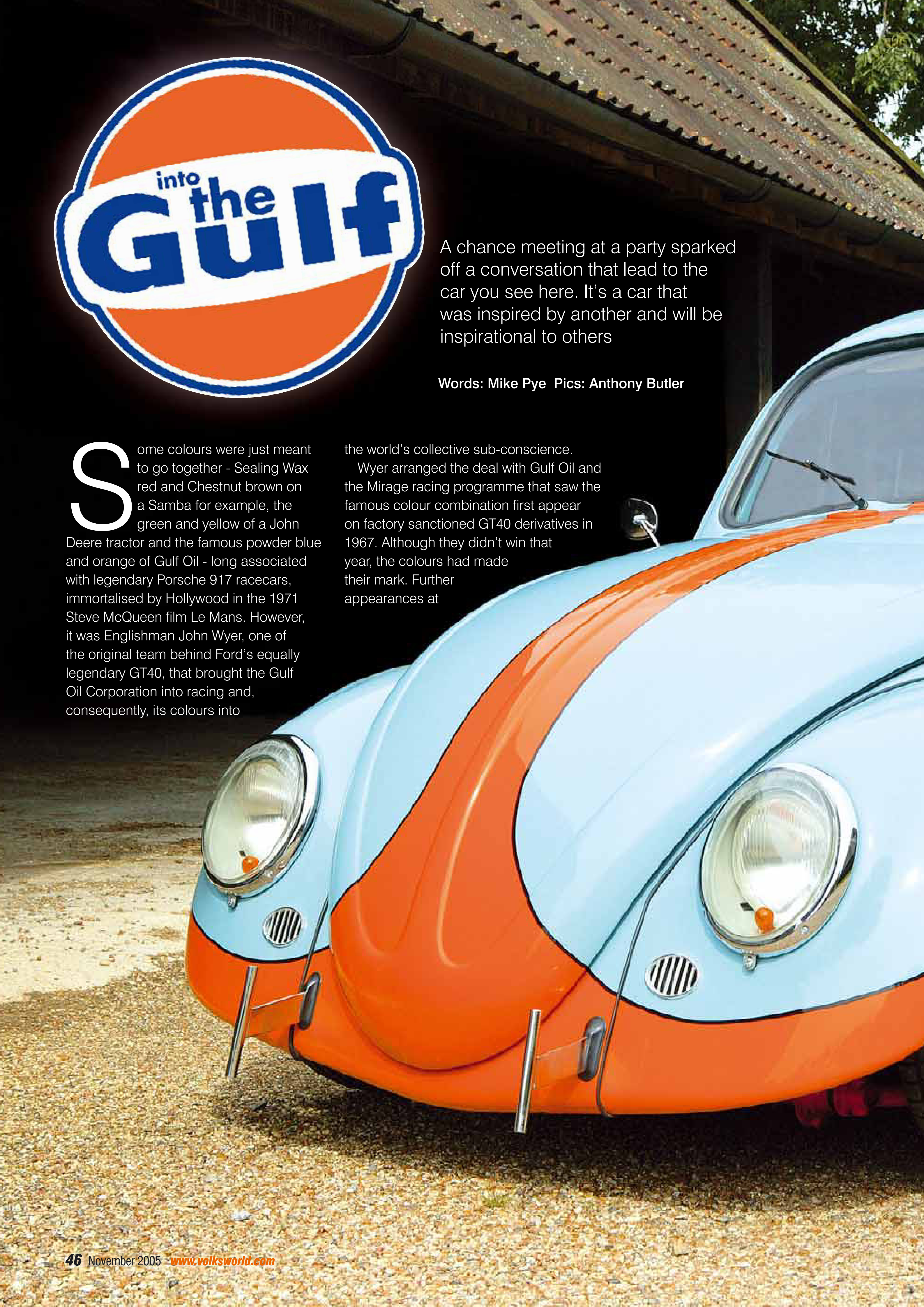


into the Gulf

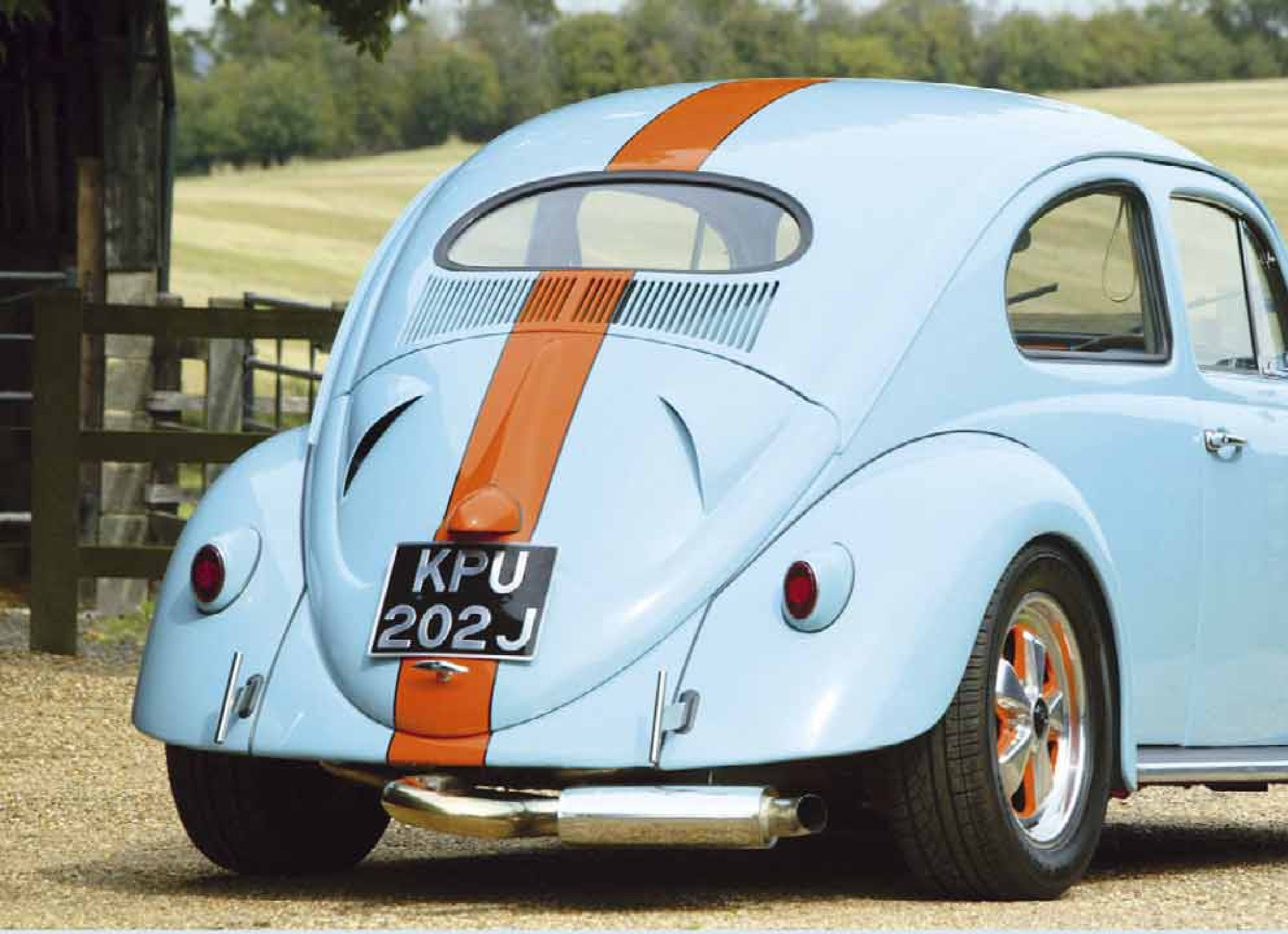
A chance meeting at a party sparked off a conversation that lead to the car you see here. It's a car that was inspired by another and will be inspirational to others

Words: Mike Pye Pics: Anthony Butler

Some colours were just meant to go together - Sealing Wax red and Chestnut brown on a Samba for example, the green and yellow of a John Deere tractor and the famous powder blue and orange of Gulf Oil - long associated with legendary Porsche 917 racecars, immortalised by Hollywood in the 1971 Steve McQueen film Le Mans. However, it was Englishman John Wyer, one of the original team behind Ford's equally legendary GT40, that brought the Gulf Oil Corporation into racing and, consequently, its colours into the world's collective sub-conscience.

Wyer arranged the deal with Gulf Oil and the Mirage racing programme that saw the famous colour combination first appear on factory sanctioned GT40 derivatives in 1967. Although they didn't win that year, the colours had made their mark. Further appearances at

> “The famous powder blue and orange of Gulf Oil - long associated with Porsche 917 racecars”



Le Mans on Porsche 917s in the early seventies, McLaren F1s in the nineties and the all-conquering Audi R8s at the turn of this century mean that the powder blue and orange livery has become synonymous with speed and success. Over the years, they have appeared on every type of racecar you can think of, as well as more than a few tongue-in-cheek renditions that have been built for fun.

> **“I thought it would be a lot of fun to do something similar with a Beetle”**

Paul Mattei, a 40-year old accountant from North London based his whole project around the provocative colours. “I was at a party a few years ago and got talking to his guy who had a Porsche 356 painted in these colours. It just looked great and I thought it would be a lot of fun to do something similar with a Beetle.”

At the time, Paul owned a yellow seventies Beetle and that was the focus of the project. “I bought a fairly mild 1776 with twin 40mm Dell’Ortos from JH Aircooled Engines, but it soon became apparent that I needed a better car to go with the engine.” The search was on for a more solid body and good friends Ian Newstead and Maurice Griffiths - now trading as The Werks in Tottenham (Tel: 07957 634047) - came to the rescue with a 1964 ‘shell, which was sourced locally, yet another victim of unfinished restoration project syndrome. “It just sort of grew from there,” Paul said. “We took a bit apart and then decided we might as well take everything apart.”

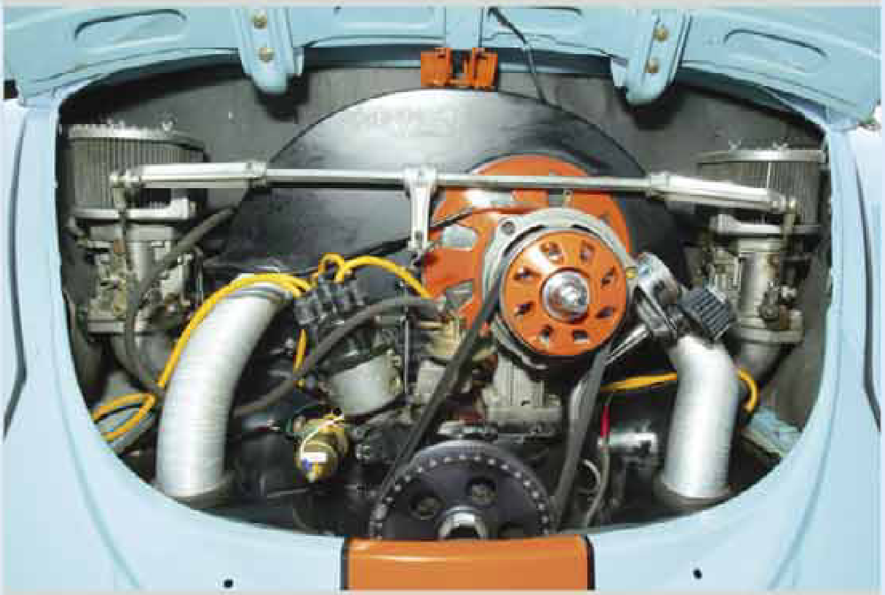
Wanting a car with handling to back up the prestigious livery (at least in part), a Wizard Roadster was sourced and forced to donate its floorpan, which combined torsion bar front suspension with semi-trailing arm (IRS) rear. With the addition of a pair of new ‘pan halves, this was blasted and powder-coated in the fierce orange that would later complement the powder blue. Everything that could be was replaced on the ‘pan, from the narrowed front beam through to the urethane gearbox bushes, and everything was powder-coated in matching orange.

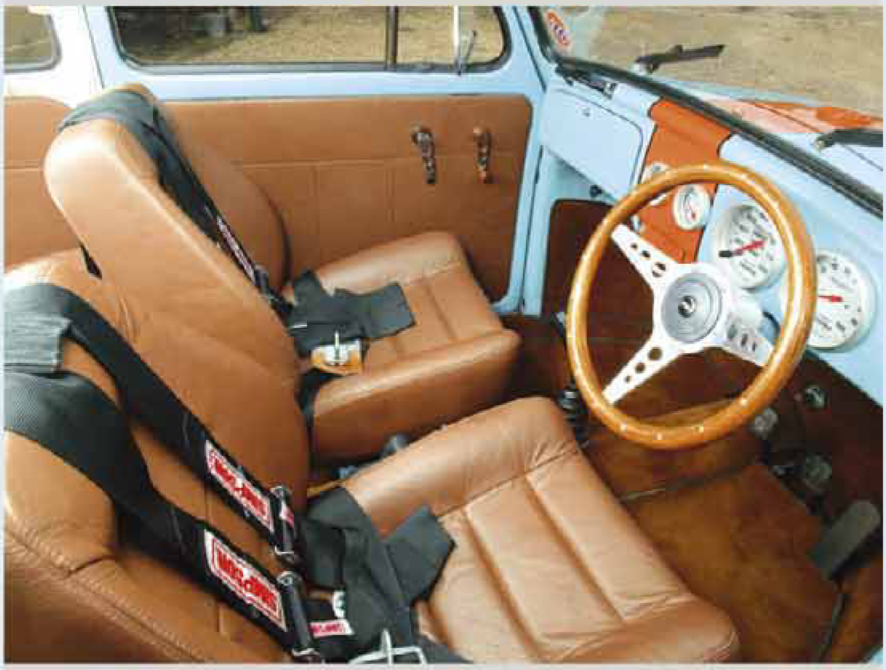
Wanting to use Porsche wheels to go with the theme, dropped spindles and re-drilled disc brakes were bolted on up front, along with new drums out back. Nestled between the rears is a rebuilt and CV-joint equipped gearbox from Peter Englezos at Cogbox.

After a few attempts at wheels, including polishing a full set of Porsche’s unloved ‘Cookie Cutters’, only to discover that their inside edges fouled on the balljoints when wound down on the adjusters, Paul and the lads finally settled on a set of polished and detail painted 16-inch Fuchs with 185/50 and 205/55 tyres. “The wheels were a nightmare,” Paul added, “and they still need sorting out, as it’s currently got sevens on the front and sixes on the rear to keep the desired stance. It was fine with the sevens on the back until we put the engine in and then they rubbed on the wings.”

Back burner

Like many VW owners, Paul is a busy man, being a partner in an accountancy firm and having a family. He also admits he’s better with numbers than he is with





ABOVE The striking orange and blue colours on the bug were making people double take as we drove through Enfield, they loved it.
ABOVE RIGHT A lovely 1776cc motor by JH Aircooled ensures the car pulls its weight
RIGHT Custom seats work really well here

old car parts and gives all the credit for the hard work to Maurice and Ian. That's not to say he wasn't involved, though. Any project needs someone to do the parts sourcing and popping down the workshop with bits and for cups of tea to keep the whole project kept rolling. "It was a bit of a back burner project. They're mates and are running a business, so they fitted it in among other jobs."

With the 'pan detailed throughout, the lads at Bodywerks got busy straightening the 'shell. As this was never going to be a purist restoration, they suggested fitting a steel Oval rear window section that they had lying about, as well as the corresponding decklid (with steel eye brows welded in) and rear lights. With the dash welded smooth and a set of five Autometer clocks that Paul just had to have neatly fitted in place of the stock speedo, the car's heritage is only really discernable to the window pillar police or those with a fetish for door handles.

It was then time for blasting and preparing for paint. "I'd been looking at the Gulf colours on the GT40s rather than the Porsches because the lines are nicer," said Paul. "I'm still so pleased with how well Maurice and Ian got the curves at the front - that was the really tricky bit."

When it came to fitting up, all of the smaller parts and rubbers were replaced, mostly supplied by Barclay at Status VW, while Paul chose brown leather for the interior and the seats were custom made from a set of sports seat frames and stock VW parts. Complementing these are an Astrali steering wheel from Machine 7 - chosen in preference to a Mota-Lita " because it didn't cost the earth" - and a Berg short throw shifter.

When Paul finally got to drive it, it quickly became apparent that it was just too low, the potholes, speed bumps and poor surfaces of London streets conspiring together against the freshly painted floorpan. As such, they raised it to the ride height you see here. "It was a car that was built with a bit of fun in mind. As soon as we started chopping it about, it became a car for me, a car that I wanted. That was the whole idea behind it."

It may have taken longer than planned and there were problems along the way, but that's not put Paul off VWs one bit. In fact, it seems to have had the opposite effect. He's now bought a VW Bus for family outings to shows, something his wife, Lynne, and daughter, Jenny, are thoroughly enjoying, and was even heard to say something about "quite liking what people are doing with Type 3s now." He is now an integral part of the Flewbugz, who describe themselves as "a group of like-minded individuals, based in and around North London, who are into Vee Dubs." And that, in a nutshell, is what this VW thing's all about.

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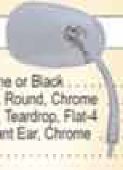

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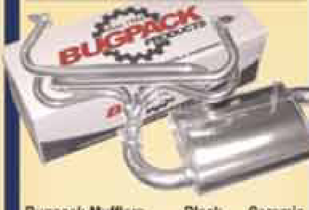

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T1 Balljoint, LHD	£114.50
T1 Balljoint, RHD	£149.50
T1 Linkpin	£139.50
Adjustable Axles	See **Lowering Section**

Steering

Steering Box, T1	£79.95
Steering Coupling, T1	£5.95

Tie Rod Ends

Inner / Outer, T1	£9.95
With steering damper hole, T1	£12.95

Balljoints

T1 68 on	£9.95
T2 68-79	£14.85

Kingpins & Linkpins

T1, Complete kits	King **£21.50** Link **£31.50**

Shock Absorbers from **£15.95**

Front Shock Absorbers

T1 all years	£15.95
1302/3	£24.95
T2 68-79	£15.95
T1, Shock top mount, 68 on	£4.95

Rear Shock Absorbers

T1 & 1302/03	£15.95
T2 68-79	£18.95

Steering Damper

T1 & 1302/03	£15.25
T2 68-79	£15.85

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CSP Wide 5 disc kits

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	T1/T3/KG	T2/356
CSP Wide 5 standard front kit	£559	£592
Now available in PORSCHE 5x130	£559	£592
CSP Wide 5 VENTED front kit	£795	£825

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Superior German Engineering

These superb quality conversion kits are available for all Swing Axle and IRS Bug, K Ghia and Type-3. Now also available for split screen Bus fitted with a straight axle or IRS Conversion! Available in various PCD stud patterns, or with blank discs for fitting custom alloys. The best kit available on the market!

	Solid Discs	X-Drilled
Standard 4x130 stud, or Blank	£529	£599
Porsche 5x130 stud	£529	£629
Golf 4x100 stud	£529	£629

CSP Torque Bar

Developed for the German 'Kafer Cup' series and often used on Drag cars. CNC machined adjustable aluminium bars supplied with weld-on brackets. Significantly stiffens the rear of your T1 / KG chassis & engine mounts.

CSP Torque bar, kit	£215.00

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These German die cast aluminium alloy Valve Covers utilise a Viton O-ring seal which resists oil and high temperatures. Can also be used with a standard gasket. Available in Black wrinkle finish, or high gloss Orange.

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CNC Machined from high grade aluminium, then Anodised for a long lasting finish. Dual internal Viton O-ring seals to prevent leaks, with stainless steel external springs to keep the pressure on when hi-po engines expand. Large internal bore for high lift engines and quick oil return.

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This Superior quality system features a Stainless Steel header system with equal length pipes, and either aluminium coated Steel or Stainless Steel mufflers which exit through the standard tailpipe cut-outs. Available for use with / without heaters & with / without heat risers for single or twin carburettors.

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for Twin Carburettors	£325.00
for Single Carburettors	£345.00

with Polished Stainless mufflers -

for Twin Carburettors	£425.00
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Wheel Bolts & Nuts, Chrome plated	£2.00
Screw-In conversion studs, T1 / T25	£2.00
Press-in wheels stud, long, T2 / T25	£2.95
Locking Bolts & Nuts, Trilock, Set	£26.95
McGard, Thatcham approved, Set	£36.95

Suspension Lowering

CB Dropped Spindles, Pair
£215

Balljoint, Disc or Drum, pair	£215.00
Linkpin, Disc or Drum, pair	£215.00
Adjustable Axles	
Balljoint, LHD	LHD £119.50 RHD £169.50
Linkpin, LHD	£139.50
Axle Adjusters	
T1 Balljoint or Linkpin, Each	£11.50
T2 Bay Bus, pair	£99.50
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Castor Shims, pair	£8.50
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Beam Bolt, Standard length, each	£2.75

Eccentric Camber Adjusters
£19.95 pair

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Bugpack	
Lowered, Front / Rear	£27.50

Spax Adjustable Shocks
Available Standard height or for lowered vehicles

SPAX Adjustable
from **£59.50**

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Heavy Duty Anti Roll bar
£49.50

Anti Roll bars	
Heavy Duty 19mm, for Balljoint	£49.50
Heavy Duty 19mm, for Linkpin	£49.50
Stainless straps with Urethane bushes	£24.95
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Heavy Duty 19mm, with fitting kit	£94.95

Urethane Bushes

Urethane Gearshift Coupling
£12.95

Gearbox	
Gearshift coupling, with hardware	£12.95
Gearbox mount kit, 3 piece set	£21.95
Steering Coupling, urethane	£9.95
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Axle Beam Bushes replace worn needle rollers	
Outer set x 4	Balljoint £14.95 Linkpin £16.95
Inners / Outers	Balljoint £26.95 Linkpin £28.95
1302/03 Front bushes	
Track control / roll bar, complete kit	£26.50
Anti Roll bar bush / straps	
4 Piece Bush set, Standard or 19mm	£12.50
As above, with Stainless Straps	£24.95
Rear Suspension	
IRS Trailing arm bush kit, pair	£22.95
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We now stock the complete range of Flat-4 top quality reproductions of these sought after wheels. Check out www.machine7.co.uk or call for more information. Priced from £139.50 each.

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• wheel adaptors • wheel spacers
• wheel nuts • long bolts • long studs • locks
• custom hubs • custom disc conversion kits

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£139

Made by Mille Miglia

Cup 3 Style
£149

cup style wheels are in Porsche 5x130 fitment

Here at M7A we have both the parts and the knowledge to help you fit virtually any style of old or modern alloy wheel to your V-Dub

M7A can supply a vast array of wheel fitment parts, including wheel adaptors, top quality custom drilled discs, rear drums, rear disc kits, wheel spacers, bolts, studs and locking bolts & nuts.

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Front Disc Conversions
from **£180**

	Solid Discs	X-Drilled
Standard		
Normal 4x130 stud	£180	£210
For alternative Alloy wheel fitment		
Porsche 5x130 stud	£220	£250
Golf 4x100 stud	£220	£250
Golf 5x100 stud	£220	£250
VW/Audi 5x112 stud	£220	£250
Chevy 5x4.75" stud	£220	£250
Vented, in all stud patterns		£445

"To make our disc conversions even more flexible we supply the spindles seperately. You can choose from our range of spindles, to suit your own requirements. Backplates are also supplied separately.

Disc Spindles / Caliper Mounts	
Standard items, Pair	£75.00
Dropped Spindles	See **Lowering Section**
Caliper Mounting Kit, Billet, 1302/03	£94.50
Disc Backing plates	
Backing Plates, Each	£14.95

Check out the M7A Internet Savers at www.machine7.com

Special offers and clearence items, updated weekly....

internet savers

Custom Discs & Drums

	Front Disc / Rear Drum	X-Drilled
Standard		
Normal 4x130 stud	£24.50	£39.95
For alternative Alloy wheel fitment		
Porsche 5x130 stud	£44.95	£59.95
Golf 4x100 stud	£44.95	£59.95
Golf 5x100 stud	£44.95	£59.95
Audi 5x112 stud	£44.95	£59.95
Chevy 5x4.75" stud	£44.95	£59.95

T2 X-Drilled Discs

Cross Drilled Discs	
T2 73-79	£54.50

Wheel Spacers

TUV Billet aluminium

These top quality spacers are available in various sizes

The above are available for 4x130, 5x130 & 5x112 to suit Beetle, Bay, T25, KG, T3 & Porsche alloys

Billet Aluminium Spacers, Super Quality		
3mm to 25mm, pair		from £32.95 to £69.95
Cast Aluminium Spacers		
Beetle, 4x130	7mm	£14.95
Bay Bus / T25	6mm	£17.95
Bay Bus / T25	10mm	£19.95
Porsche 5x130mm	10mm	£19.95
Loads more available		Call / See **Website**

Wheel Adaptors

Wheel Adaptors, per pair, from
£69.95

For Porsche Alloys, Billet Steel	
for Bay Bus / T25, pair	£92.50
For early VW 5x205 wheels, Billet Steel	
for 4 stud Beetle / T3 / KG, pair	£69.95
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The following items are German Made, Billet aluminium items, extremely light, superb construction. Available for virtually any wheel. Featuring hubcentric centre spigots -

For all modern 5-stud alloys	
for Bay Bus / T25, pair	£119.50
For all modern 4-stud alloys	
for Bug / Type-3, K.Ghia, pair	£119.50

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SORRY BOUT THAT!
EMPI

LEFT We were very impressed with this Resto Ragtop. Love the white and terracotta colours **ABOVE** For 2006 expect more power! **BELOW** Trio of Bays spotted in the camping area

VW Action

The end of season event which saw Indian summer weather, VW Action was a great meeting

Words: Ivan McCutcheon
Pics: Team VolksWorld

Brilliant! That's what I thought as I drove away from Redbourn in Hertfordshire on the way home from VW Action. It had been a great event which ticked all the boxes for me. The only downer had been the journey to the show on Friday, and thanks to an early warning from the other guys on the VolksWorld team even this wasn't as bad as it could have been. The story was that a number of incidents on the M25 and M3 meant the route to the show, the A3 to the M25 and then onto the M1, wasn't going to be possible. I was driving up in my Vanagon GL camper followed by Steve Walker in his German Look Westy and we planned a B-road route which took us up through Bracknell up to Maidenhead and on to Hemel Hempstead. It wasn't too bad in the end and on arrival we saw

LEFT Scorching heat made a place in the shade like this great for chilling. Love the Bug, it looks like it's worked hard and has a load of character **RIGHT** Rikki James and Andy Carroll taking it easy **BELOW RIGHT** Detailed Mahle 'Baby Gasburner' wheels and a few choice goodies made this Fastback cook with gas! **BELOW LEFT** Yum!

742
UXJ
Von Kinderhoffen

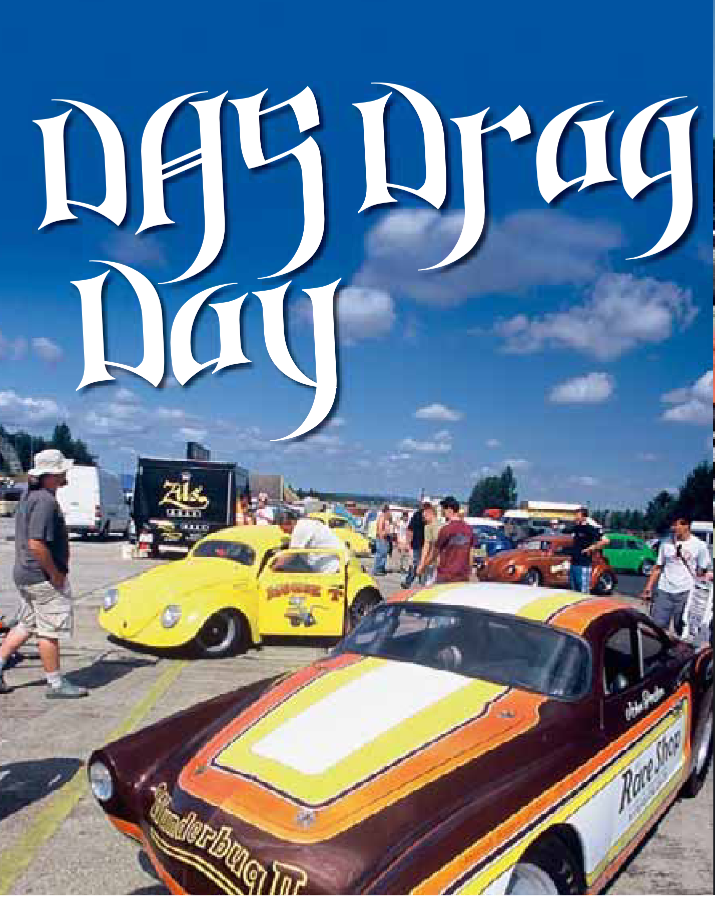
LEFT Cool single cab with cab rack and bows **ABOVE** A classic **RIGHT** Volksvans had a couple of nice Splits on sale - there's more info on the website www.volksvans.com

LEFT Adrian Goodall's mad desert storm styled Trekker. A hive of intense detail **ABOVE** The JAVA crew put on a great display **RIGHT** Still 'The Don' and now in new hands - the Ghia is now owned by Kinky Ken Rider

some people had already had a worse day than us, as Keith Jackson who was working the gate had been to hospital to have stitches on his nose after walking into something. This aside Action had it all! The weather was brilliant - and this alone makes an outdoor event a happy one. The cars were great, there was plenty of cool, cool VW eye-candy. VW Action was a great event for the family with more than enough going on the keeps the kids happy - the organisers certainly made sure of that. Adults were also given something to do at night too; Friday evening saw dance music in the main arena with Loggy, myself and DJ Trademark doing the honours. Saturday saw the much publicised 'Monsters Ball' which saw the freaks start coming out in rocky horror style fancydress before the sun had gone down. There were some truly amazing outfits, and it proves being a part of the 'Action' is a major element of this event. Jensen D. Groover and his team of monsters did a top job supplying beats to wake up the dead! There was one thing about Action which I couldn't get my head around - and I understand it's each to their own. But when a guy came up to me on Saturday morning just as I got out of my camper and told me he was part of the 'biggest thing to hit the VW scene recently' I was very interested. Then he told me he was from the 'Poi Circus' (those things on the end of strings people wave around at festivals.) and I was left wondering... Poi?

ABOVE Sunshine and Volkswagens; it gets no better!
RIGHT The perfect way to end the day before the real session kicks off
LEFT The Daily Grind coffee van helped kickstart our brains each morning - thanks guys!

DAS Drag Day



LEFT No it's not Southern California in 1976, it's Nothern Germany this year! **ABOVE** The British invasion was headed up by the fighter pilots from the Green Hearts **RIGHT** The Otto Brothers have built two great looking Gasser styled drag Bugs, this '67 is a proper looking Bug

It's the best VW drag meeting in Europe! A bold statement, but when the guys from Der Autobahn Scrapers put on their third Drag Day, we didn't hear anyone say a negative word

Words: Ivan McCutcheon
Pics: Kiki de Bois, FFred/PVC and Scotty

There is no doubt that as far as California Look VW clubs go, Der Kleiner Panzers in Orange County, California is the most famous. However, there is a VW club which, for the last 12 years, has been working under a similar philosophy to the DKP in Europe and turning out some stunning cars. The club is, of course, Der Autobahn Scrapers based in Belgium.

Over the years, VolksWorld has featured plenty of cars from this club and also ran a club profile a few years ago. The DAS is without a shadow of a doubt the leading California Look, Old School and period performance club in Europe, with a highly enthusiastic and dedicated membership.

A couple of years ago, the club celebrated its 10th Anniversary by holding a very successful race meeting just over the border from Belgium in Bitburg, Germany. The event was called the DAS Drag Day and it was a well promoted, organised and attended meeting. The reason for holding the event in Germany was one of necessity, as the club wanted to have a quarter-mile drag race and there wasn't a venue in Belgium that met that criterion. The Motorpark at Bitburg was the closest venue on offer and so this was the natural choice. The Motorpark is actually a disused American Air Force base, which

LEFT Adam Sheard's racer gettin it's backdoor boogied! **RIGHT** The Beltek Barndoor is hardcore. Well, it is, isn't it? **BELOW RIGHT** The Oldspeed Challenge as open to any 25 to 34hp based motor - tuning unlimited! **BELOW** Cool black capped Notch **BELOW LEFT** Bringing unhinged mayhem from the UK - The RBoD

K811
406
ROE
0741

6236 L/C
Lloyd Mosher's
LITTLE GIANT KILLER
Denn May

4159
Gene Berg

ABOVE LEFT Standard model Cal Look made easy! **ABOVE RIGHT** Lloyd Mosher's VW Fiat 600 is also now in Europe. A fierce looking car! **RIGHT** Clyde Berg's famous drag race Bug now lives in Belgium **LEFT** Georg Otto's stunning Old School T34 was in the DFL club line-up

is now used as a civilian airfield. The fact that the site is in Germany assured a good turn out of German VW drag racers and, as Bitburg is best known for it's brewery, a great local brew to see everyone through the night.

After the success of the first Drag Day, the DAS held the second event last year over the weekend before the Spa Bug Show and this made Bitburg the first stop for many heading for Spa. Thanks to the great post-event vibe, Drag Day 2 was even more successful.

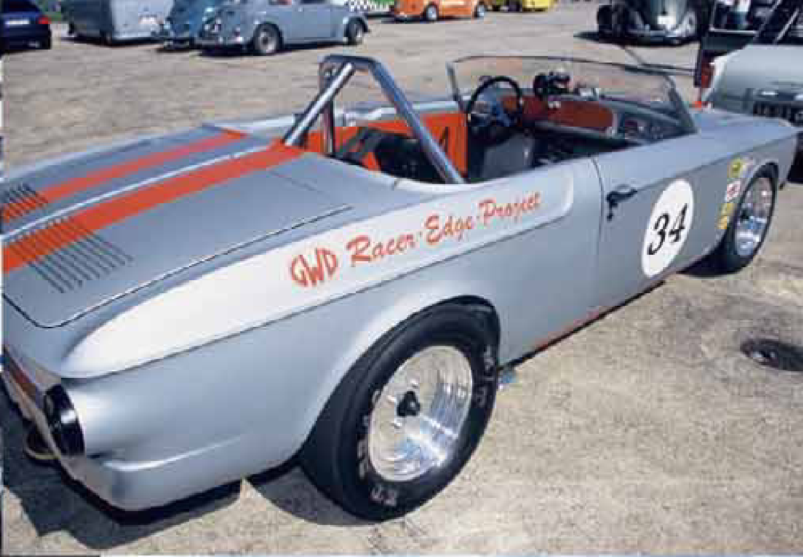
This year saw the third DAS Drag Day and you can trust us when we say that the event was one of the best of its kind to be held in Europe. The Motorpark was open on Friday, 12 August from late afternoon for the early arrivals, with an admission price of 30 Euros (About £20) for two days, including camping.

Saturday was the classic 'Heads Up' style drag racing. This saw some great matches, with our own countrymen, Ritchie Webb, Peter Englezos and Adam Sheard, getting into the thick of it. Ritchie and Pete pulled some of the crowd-pleasing wheelies they've become renowned for and Ritchie pulled a superb 10.09-second quarter-mile. Scotsman and owner of the ex-Keith Goss chopped top Cal Look Beetle, Russell Ritchie from Aberdeen had bought the old Ghia gasser Wunderbug II from Chris Morley in California. The Karmann Ghia was driven by John Preston and was the American National Record holder in 1973, '74 and '75. Although Russell wasn't able to be at Bitburg, the car arrived in Belgium in a container, along with the Mousetrap drag Bug. Thanks to Bob Van Heyst at BBT and Kobus Cantraine, the Ghia was on display, along with The Mousetrap.

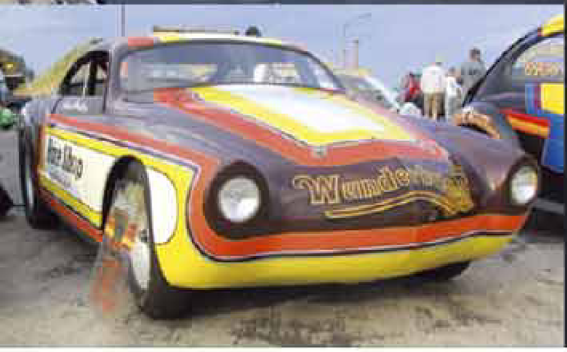
The week after Bitburg, Peter Englezos and some of the lads fitted an engine into The Raceshop Ghia so that it could be raced at Spa. That's what our scene is all about, getting involved and getting into it.

Wacky Racer

ABOVE The Super Shit Box nows lives in Switzerland. Is that a new plywood rear valance? **ABOVE RIGHT** Neat photo, neat cars! **RIGHT** Mutley motivator!



ABOVE The 3rd DAS Drag Day was loaded with cool Old School and Drag Race VWs
ABOVE RIGHT Gerd Weiser's Type 34 race car was running strong at Bitburg
LEFT Russell Ritchie's latest purchase, The Race Shop Ghia gasser which used to be driven by John Preston



Top marks to all concerned!

On the subject of seventies Gassers, Bitburg probably had the largest collection of original and themed VW gassers seen since the seventies. With cars like those mentioned, along with The Pink Panther, the two Otto Brothers cars, The DAS Muppet Racer and Four Play, the display was stunning.

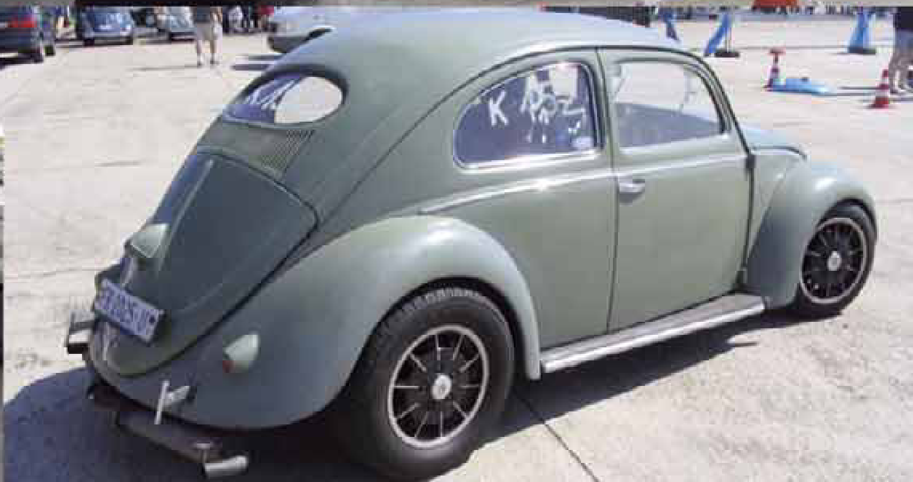
Old School VWs were there in huge numbers with a large contingent travelling from England. The South Coast based Greenhearts club made a team effort to blitz Bitburg. Of course, the DAS members had some great cars on display and on the strip too. With visitors from all over northern Europe (as far away as Scandinavia, in fact), there were some great machines to see. Bad weather is the ultimate dampener on any event and while we can import Californian styles, parts and even cars, we can't import the weather. Sadly, the Sunday was a lot more typical of Europe than California, as it poured down, with rain stopping play. That play would have been very entertaining, as Sunday was due to be Bracket Racing day, where consistency rules rather than the faster car. None the less, DAS Drag Day 3 was a top meeting. The club had made three truly stunning awards, which featured a Weber 48IDA cut straight through the middle and mounted on a very stylish plaque. These were handed out on Sunday afternoon - one for the best Heads Up racer, one for the Bracket racing winner and one for best Cal Look of the weekend. The latter came back to England, as it was awarded to Peter Englezos and his Fiat 600.

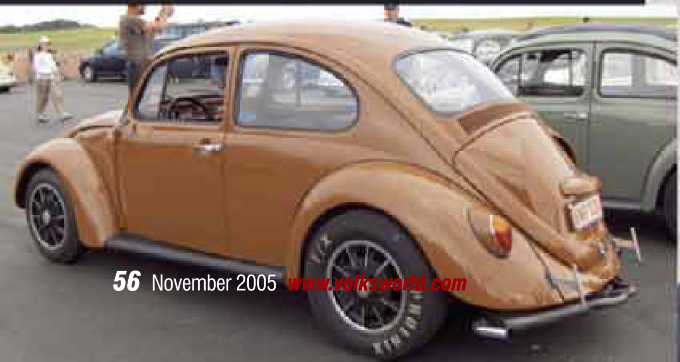
The other cool element of Drag Day was the Old Speed Challenge. This was a drag racing class for vintage and period performance VWs. The cars had to be in a stock VW or similar period colour and fitted with a hopped-up 25- to 34-horse motor with period twin carbs, superchargers and so on.

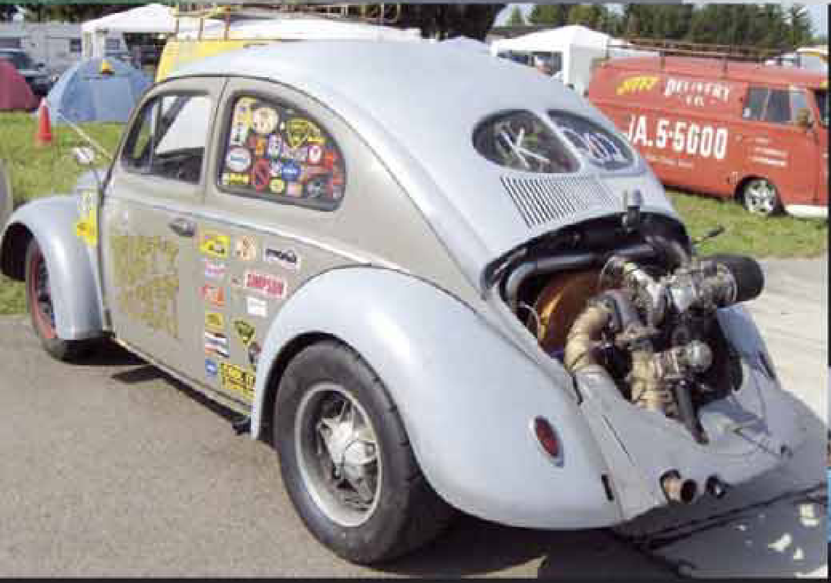
The Drag Day is an event which anyone seriously into Cal Look, vintage Drag Racing and period VW performance will love. The event was held the weekend before Spa and will probably continue to do so in 2006. For more info log on to the DAS club website at www.autobahn.be

RENNKÄFER
KUMHO

ABOVE Sunshine Saturday. Saturated Sunday!
RIGHT Look closely...Closer...Yep, it's a '51 not an Oval!
BELOW Porsche Sepia brown with Gas Burners







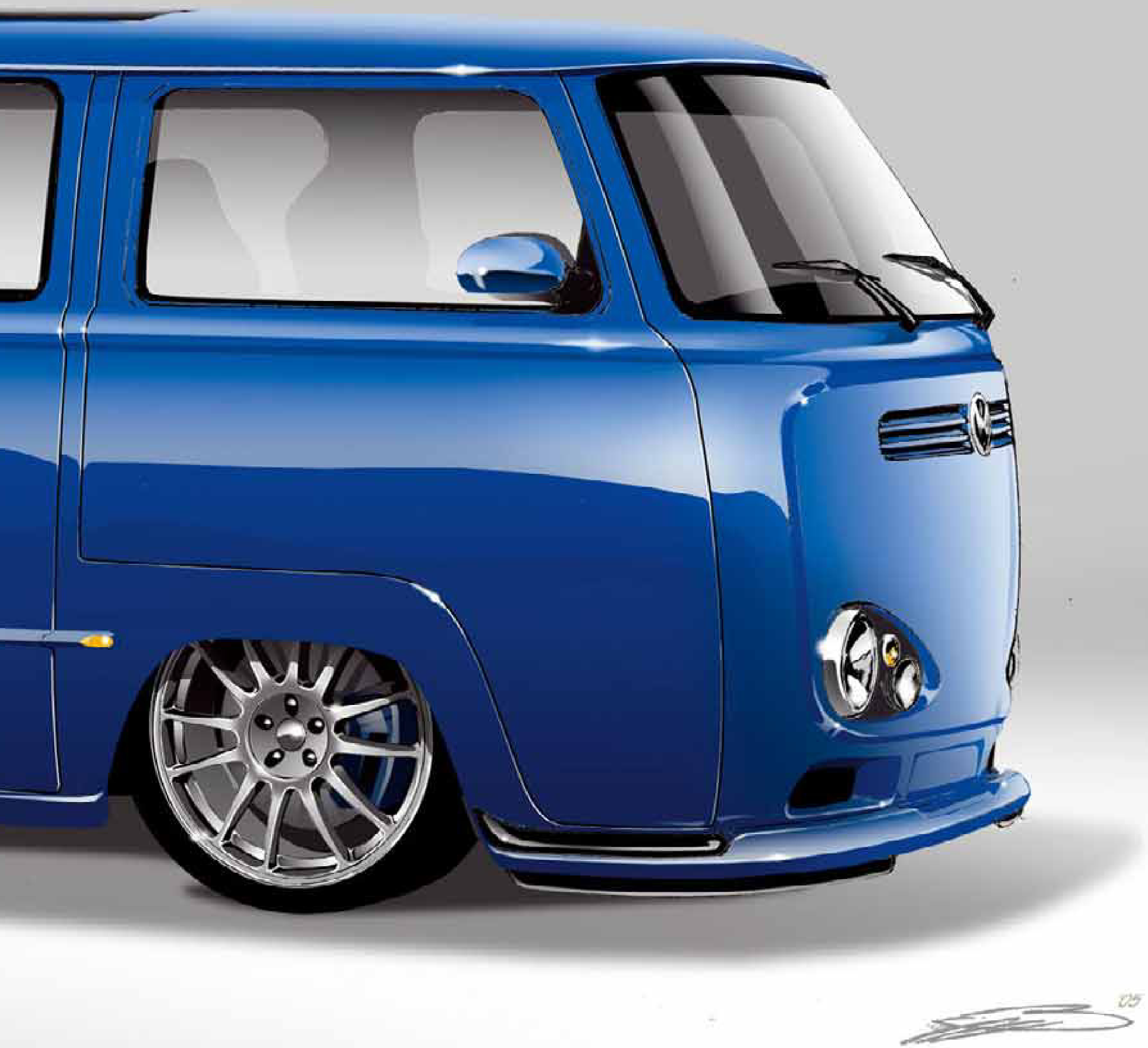
ABOVE LEFT Ritchie Webb went for it on the Saturday and gained a wholeload of new members to his fanbase **ABOVE** The Pink Panther gets going **RIGHT** Romain Raquillet's black bomber from Paris is running a hi-po 1776cc motor. It runs high 12s!

ABOVE Rusty Bucket sports a turbo motor - it's like the SSB, but not quite as bad! **RIGHT** Peter Englezos bought half a Weber on a plank home with him. well done and, well earned!

ABOVE If you were ver in doubt as to whether or not Old School was popular in Europe - this should put your mind at rest **RIGHT** And this!
BELOW RIGHT If you're anything like us, you will love a good looking Notchback - and we reckon this comes under that heading **BELOW** The Mousetrap gasser arrived in Europe from L.A. just in time for Bitburg

VOLKS WORLD

TR32


'05

VolksWorld's Peter Noad looks at aftermarket goodies for the Beetle

ABOVE Noady at Silverstone in '65, proving that a VW could corner faster than a Mini

Good to go

Cartune and Speedwell provided goodies to increase the VW Beetle's speed and roadholding from 1965. Our columnist, Peter Noad, was the man who put them to the test

After venturing into the nineties in last month's Retro, I think it is time to return to the sixties – 1965 to be precise, which was when I began writing about VWs. I had been competing in motorsport for a few years and was regularly winning rallies and felt quite pleased with myself. I thought it was quite impressive that my stock 1200 Beetle, which was an early 34 horse all-syncro made in late 1960, could beat Mini Coopers, Cortina GTs and the like that had more than twice the horsepower. So, in March 1965, I wrote an article for *Safer Motoring* magazine about how I had won the Central Southern Championship. Nothing wrong with a bit of self-publicity.

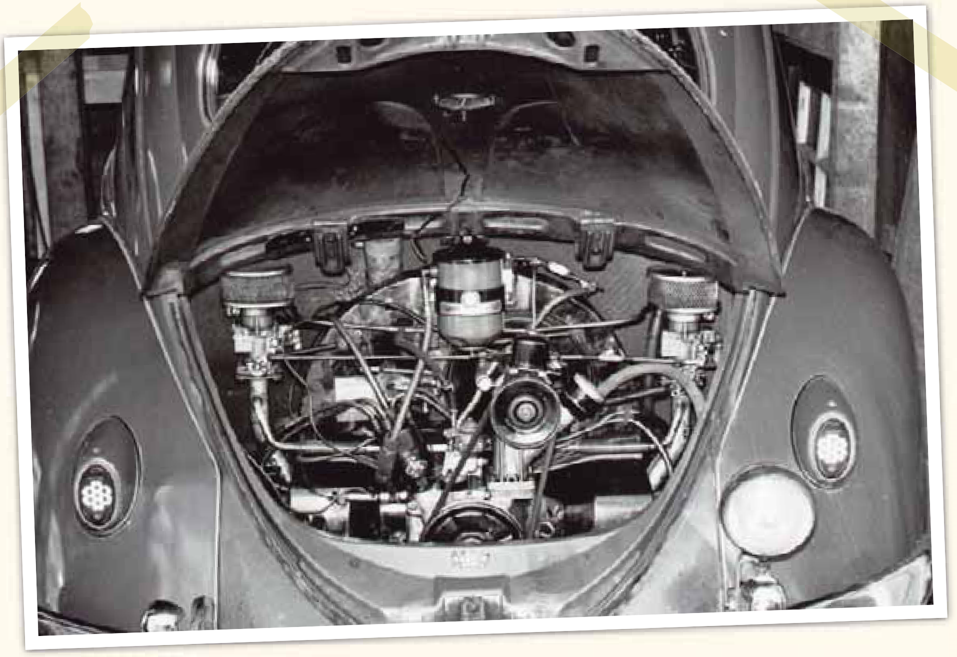
Actually, that wasn't the first time I had my name in print in *SM* – I had previously written a letter explaining the technicalities of oversteer and understeer and how one could throw a Beetle sideways into a corner and control the tail-out slide. I am not sure how well that went down in a magazine that had 'safer' in its title, among readers who had done 70,000 miles on their original Michelins and who wrote to complain that their VW only did 28mpg when they thought it should do 30.

There was, in fact, quite a bit of concern about the VW's handling by 1965. Even Bill Boddy, the journalist who had been the greatest pro-VW campaigner and praised the Beetle wholeheartedly since the beginning, wrote in 1965 to criticise the Beetle's cornering characteristics and its poor stability in crosswinds, and said he preferred the handling of the BMC Mini, which felt more surefooted.

I responded to the increasing concerns of VW owners about handling, roadholding and oversteer by writing another letter explaining how, with the right tyres (Pirelli Cinturato were my preferred choice at the time) at the right pressure (21 front, 25 rear) and with lowered rear torsion bars (13 degrees instead of the stock 16 1/2), my Bug handled better than Minis and sports cars. And I had lots of motorsport trophies to prove it.

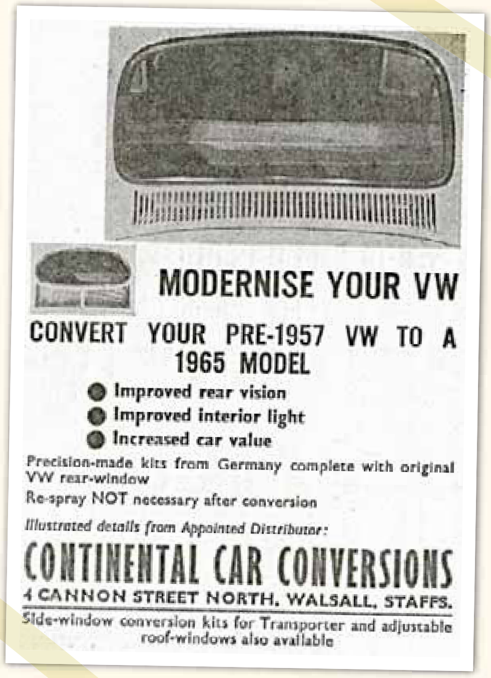
It was in 1965 that I modified my engine to Okrasa TSV 1300 spec. Okrasa kits were imported by Norman Kershaw in Bolton, Lancs, at that time and cost about £180, as I recall. That was quite a lot of dosh (You could buy a good four-year-old

RIGHT We haven't seen many of these. This is the Speedwell brake servo for a Beetle. Art Ed Steve has this kit at home. It came off a '66 also equipped with Speedwell gauges



LEFT This Okrasa conversion, paid for by his sponsor, the local VW dealer, was a dream come true for PN in '65

BELOW In 1965 you could convert your Oval to a big window. It was a DIY conversion, apparently, provided you were a whiz with the tin snips and spot-welder



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Re-spray NOT necessary after conversion

Illustrated details from Appointed Distributor:

CONTINENTAL CAR CONVERSIONS
4 CANNON STREET NORTH, WALSALL, STAFFS.

Side-window conversion kits for Transporter and adjustable roof-windows also available

Beetle for no more than twice that.) and more than I could afford, but I managed to blag the cost from my local Volkswagen dealer in exchange for the publicity I would get by winning even more rallies. I quickly learnt how to capitalise on my new-found career as a motoring journalist.

Okrasa, plus Speedwell and Cartune, had already been on the radar of performance-minded Vee Dub enthusiasts for a couple of years. Before Speedwell got into engine mods and BRM wheels, the company claimed to be the first in Britain to offer a range of special equipment and accessories for the VW. Speedwell, which was based in Finchley, North London, was highly respected in the tuning biz and had Graham Hill as chairman and figurehead (Before Hill became world champion in Formula 1 he was famous for racing Speedwell-modified Austin A35s at amazing speeds.).

The first goody that Speedwell offered VW owners in Britain was the EMPI camber compensator, which was followed by a Quick-shift gear lever mod, a dash panel with extra gauges, a wood-rim three-spoke steering wheel and a brake servo, which was quite radical at that time. This used a Girling servo unit that was mounted under the back seat and I think the VW installation was all Speedwell's design.

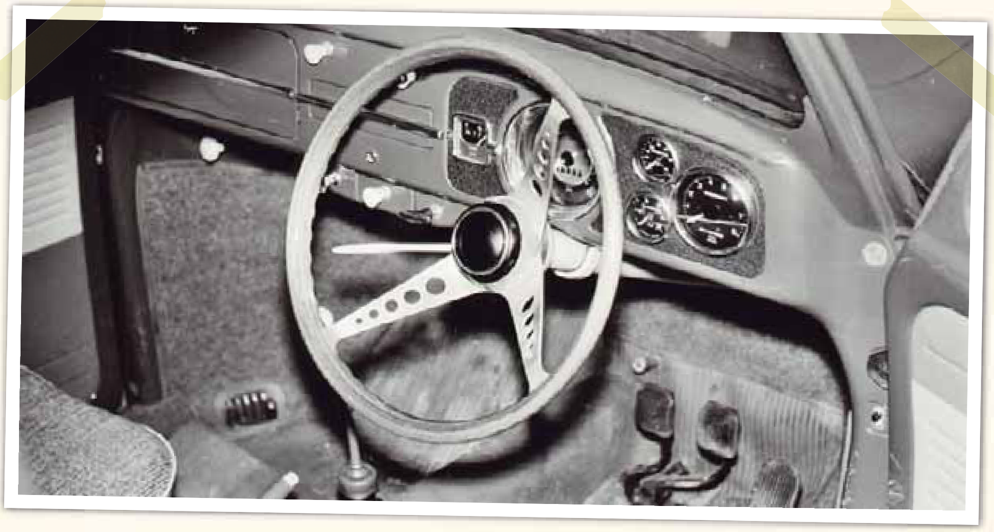
The gauges were an electronic tach, oil pressure and temperature, and an ammeter. The advert quoted Graham Hill saying, "The Speedwell instruments designed for the VW…" but this didn't quite ring true when you saw that the tacho scale went up to 8000rpm and the oil pressure gauge was scaled up to 140psi. The other problem was that the oil gauge was capillary type, not electric, which was probably OK in a front-engined car with engine very close to the dash, but with the engine at the back and a very long length of capillary tube, there was a big time lag between what was happening in the engine and what you saw on the gauge.

Cartune started advertising around 1963, with a 'postal only' address in Mitcham, Surrey. They offered engine and suspension mods, including the famous wheel spacers, plus OJR disc brakes (£35 for 1200 and £50 for Type 3).

In 1965, both Cartune and Continental Car Conversions in Walsall, Staffs, offered the Joch window conversion, but also a rear window for Beetles to convert an Oval to the '65 size. According to the blurb, this could be done by DIY owners "providing they have all the special equipment". That would have included a spot-welder and a means of cutting metal very accurately. Filling and repainting were not necessary, it said.

As well as the obvious advantage of better rear vision, this was said to increase the value of your VW, making it look more modern. Nothing was said about the dash, though. I don't know how many Ovals were given a big back window in this way. I imagine the effect on value now would be rather negative.

> ***"My Bug handled better than Minis and sports cars and I had lots of motorsport trophies to prove it"***



RIGHT One of the first VW goodies available from Speedwell was this set of gauges. Specially designed from the VW, they said, but there weren't too many VWs that needed a tach that read up to 8000rpm

VolksWorld's Bob Shaill looks at The War and Peace Show

Words & Pics: Bob Shaill

War and Peace

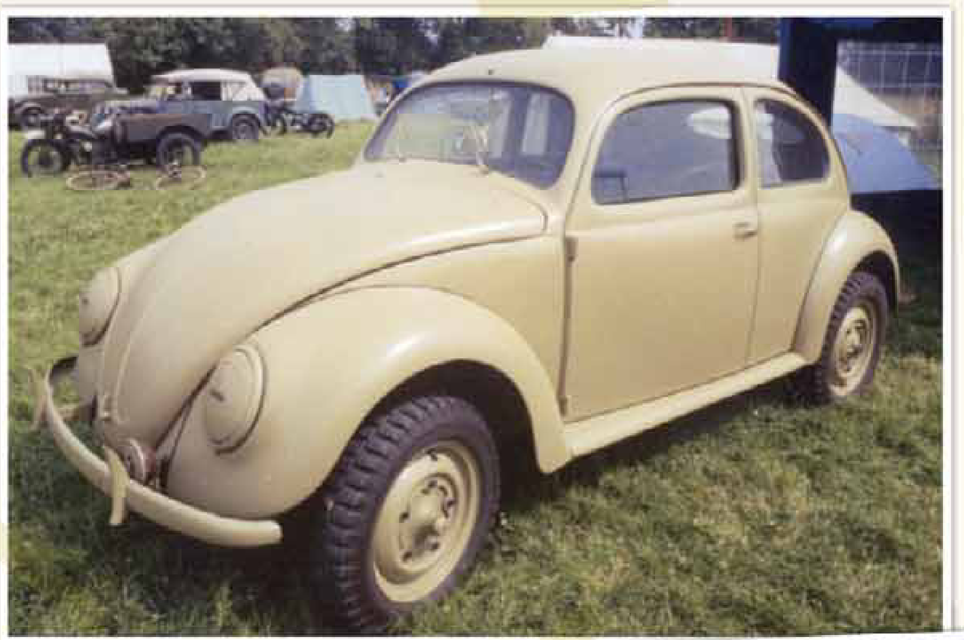
The largest gathering of military vehicles, including VW Kübelwagen and Schwimmwagens galore

The War and Peace Show is held every year at the Hop Farm Country Park in Beltring, near Paddock Wood, Kent and the show organisers lay claim to it being the largest military gathering in the world.

I have always attended this great festival of military vehicles. There are always hundreds of trade stands with traders from all over the world, including the Czech Republic, Norway and even Japan, and it takes me well over three and half hours to cover them all. For the owners of VW Kübelwagens and Schwimmwagens, the most useful trade stand belongs to Hans Schuckenbhmer of Dortmund, Germany, who always has many good quality reproduction and genuine parts for sale. These range from Kübel floorpan halves, exhaust systems and hubcaps to fuse boxes and rubber gaskets, to name just a few.

Pictured are the many interesting military Volkswagens that have been displayed at the show over the years. If you ever fancy a show with a difference and are interested in tanks, half-tracks, lorries, jeeps, mobile guns and motorbikes, you won't be disappointed.

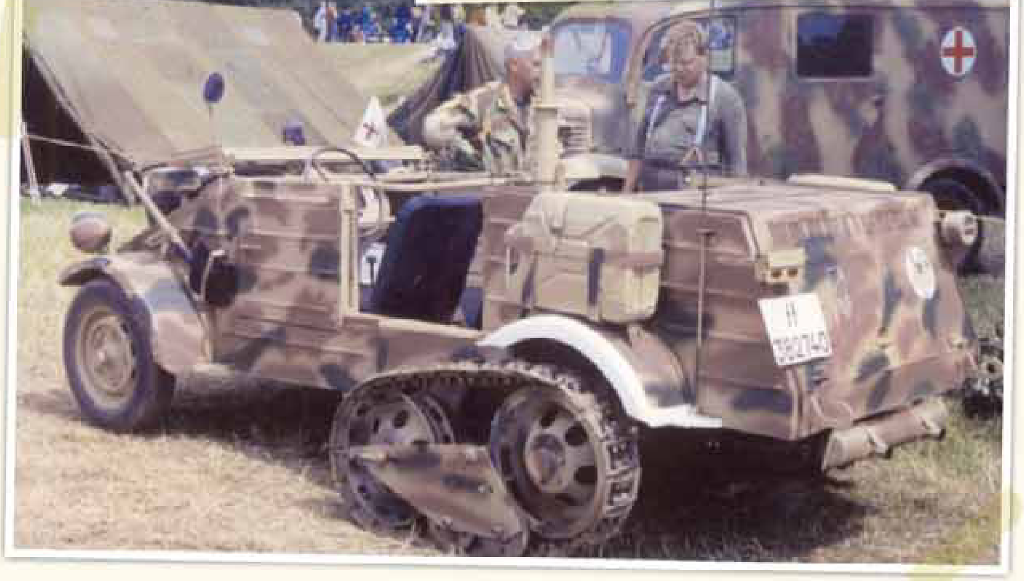
The show is normally held in the third week of July each year, but try to get there early to save yourself from the parking build-up and long queues. Visit *www.thewarandpeaceshow.com* for more information.



LEFT I spotted this KdF-Wagen in one of the many vehicle display areas. This 1943 model, with chassis number 5 020391 and body number 616, belongs to Polish born Jacek Krajewski. Jacek found the vehicle in a village near Cracow in 1998 and spent five or more years restoring it from near derelict condition. Records show that it was manufactured on 8 May 1943, then delivered to the Reichsministerium für Volkssaufklarung und Propaganda in Berlin on 14 May.

RIGHT Two Kübelwagens sharing the same fake registration numbers.

LEFT Just one of many re-enactment groups who had at least one Kübelwagen in their display area.



RIGHT This mock-up Type 155 Kübelwagen fooled quite a lot of people. Even a few editors of military magazines requested its background history. In fact, this hand-built vehicle was based on a 1967 Beetle chassis, while the bodywork was skilfully hand-formed by using metal sheets and large pop rivets. The ex-horticultural half-tracks were found on a farm and were attached to an early 1960s Type 2 gearbox. Sadly, after all this work, the owner has been unable to use it on the road. Another problem was that, when driving the vehicle onto a car trailer, the rear tracks just wouldn't grip. When on the trailer, the trailer collapsed!

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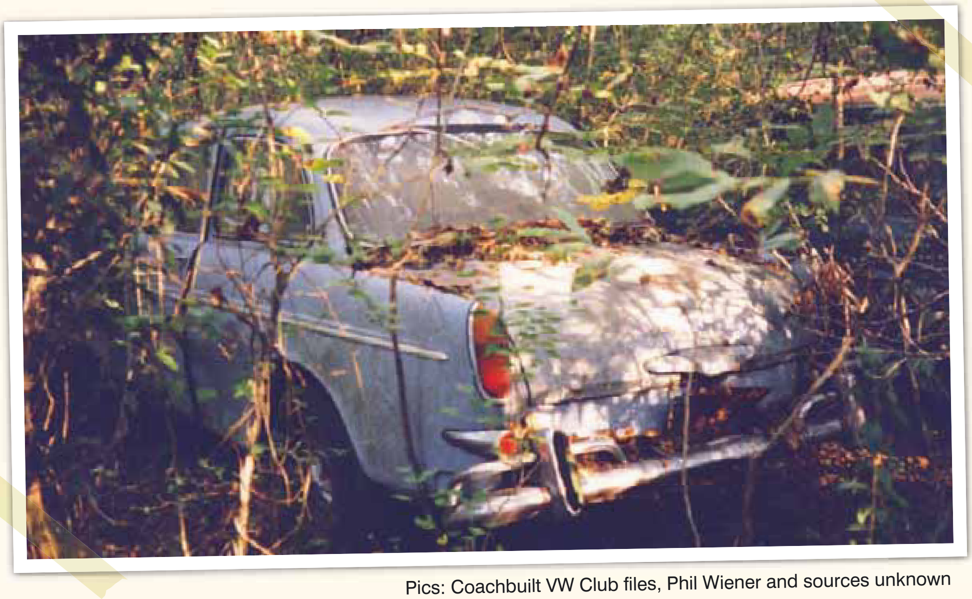
VolksWorld's Bob Shaill looks at changes in 1961



Pics: Coachbuilt VW Club files, Phil Wiener and sources unknown

LEFT Is this Type 3 Notchback worth saving? Of course, even for its spare parts. Note the small towel rail rear bumper. This is a great item for the collector or restorer

Many improvements were made to the VW range, including the introduction of the new Type 3 Variant Estate

Type 3 Bodywork

On 9 November, from chassis number 0 004 880, the engine cover was insulated with foam rubber and aluminium foil on the under side. From 24 November the interior roof headlining was held in place by six tension wires, rather than five. Also the rear seat was made flatter and the backrest was lengthened. This began from chassis number 0 006 390.

From 14 December the door hinge pins on both Beetle and Type 3 vehicles were phosphated and treated with Molybdenum disulphide. This began from chassis number 4 357 893 (Beetle) and 0 009 046 (Type 3). On the 15 December a new Type 3 Variant estate model was introduced. The first production vehicle was chassis 0 006 827.

Engine

From 2 October, engine number 6 123 675, the junction between the plate and the hub of the 34bhp engine flywheel was reinforced. The gland nut collar was lengthened by 1mm and the thread portion was reduced accordingly. The exhaust valves were modified armoured seating and came with flatter heads. This began from engine number 6 114 986 with Beetle chassis number 4 163 317.

From 12 October the intake manifold (34bhp) came with enlarged pre-heater pipes of 20x2.5mm rather than 20x2mm. This began from engine number 6 161 125 and industrial engine number 112 090 067.

From 27 October, the Type 3 exhaust system (expansion box) had two additional cover plates, top left and right, to reflect the heat. This began from chassis number 0 003 806 with engine number 0 004 226.

During the October period the paper gasket fitted between the crankshaft and flywheel was changed to a metal gasket. The first engine involved was the 1500cc Type 3 engine with number 0 004 226 on 27 October. This metal gasket was introduced to the Type 2 range from engine number 6 209 113 and the Type 1 range from engine number 6 213 300.

From 9 November, the crankshaft big end journal had a 4.5 + 0.5mm radius, as opposed to a 45 degree bevel. This only applied to the 1200cc 34bhp engines from engine number 6 246 352.

On 29 November the 1500cc Type 3 engine cooling fan was fitted with a 0.4mm thrust washer. This began from chassis number 0 006 658 with engine number 0 007 505.

The Type 3 1500cc engine was improved with a new camshaft. The material was modified and was identified with a marking 'U'. New cam followers were also introduced, enlarged from 3.2mm to 4.5mm. This began on 8 December from chassis number 0 008 312 with engine number 0 009 220.

On 27 December, from chassis number 879 587 with engine number 6 363 693, the Type 2 engine clutch plate fitted with torsion springs was discontinued.

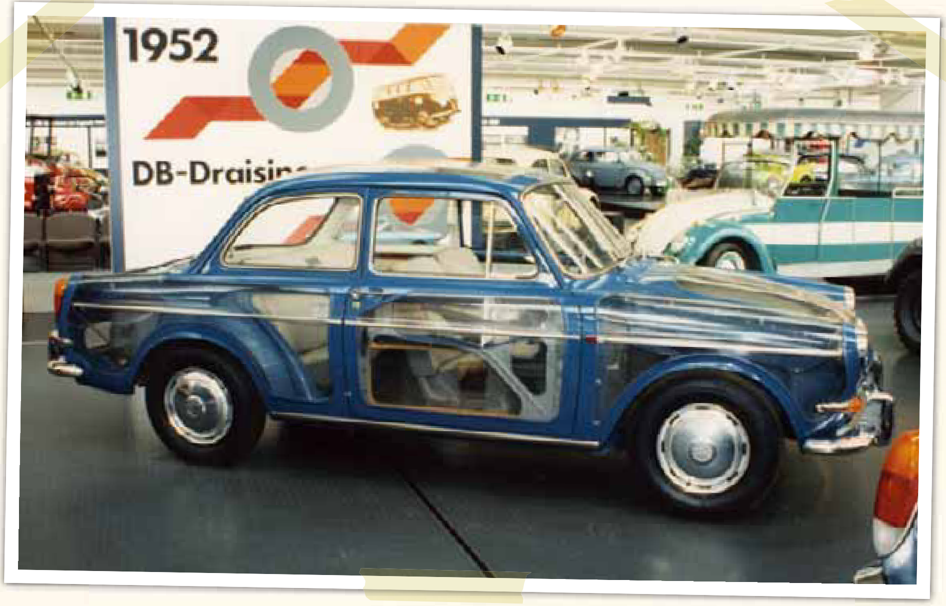
Chassis

On 2 October several changes were made to the Type 2 range. From chassis number 835 088 the gearshift rod was 5cm shorter and the front shift rod coupling was discontinued. The rear gearshift rod was now 8cm longer with a diameter of 18mm, replacing the 22mm diameter rod.

The Type 1 bonded front rubber mounting was improved with a progressive action by means of a lug, which engages into the modified rear cross tube support. This was secured to the gearbox housing with M10 studs. The M105 type studs were discontinued on 3 October and the first vehicle involved was chassis number 4 173 001 with gearbox number 4 288 201.

From 1 November, the nut for the drive pinion and main drive shaft had a pulling up torque of 5-7mkg (36-51ft/lbs), as opposed to the previous 5mkg (36ft/lbs). This involved the Type 1 range from chassis number 4 242 621 with gearbox number 4 463 270.

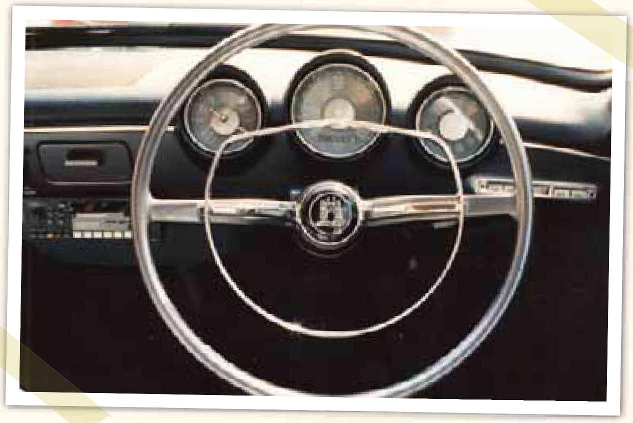
RIGHT 15 Dec '61 saw the introduction of the Type 3 Variant. This one is a '64 RHD S model. The pic is from the day before Bug Jam 1991



ABOVE This 1500S Type 3 Notchback is on show at the VW museum. Note the special translucent body panels to help understand its construction

BOSCH
VW 1500
VW 1600

ABOVE A pair of early Type 3 Bosch spotlights available from dealers in the early 1960s
BELOW A nice touch! This Type 3 steering wheel horn ring with its 'V' shaped top was specially produced so the driver had a clearer view of the dashboard dials



On 9 November the synchro clutch gear was turned to the centre web. This replaced the 2.5mm recess type. This involved the Type 3 range on 17 November from chassis number 0 005 828 with gearbox number 0 006 275 and Type 2 range on 23 November from chassis number 867 437 with gearbox number 4 393 211.

On 16 November the Type 1 range gearshift lever knob was improved. From chassis number 4 289 952 the knob was smaller and conical in shape.

The only rear axle improvement within this period took place on 5 December. From Type 1 chassis number 4 325 735, the rubber bush for the spring plate had an excentrical shape, replacing the concentric type.

Petrol system

From 23 November, the Type 3 1500cc engine carburettor had an angled pump lever. A swivel connection was added by means of a pin and spring clip. A 0.8mm distance washer was also placed below the diaphragm.

The Type 2 accelerator cable was improved by fitting a plastic sleeve between the bodywork and the engine. This began on 29 November from chassis number 869 982.

Brakes

On 13 October, from chassis number 842 877, the Type 2 hand brake lever pin came with a deeper groove for the new spring clip. This replaced the circlip type.

Front axle

A new roller type steering box was fitted to the Deluxe and Karmann Ghia range from 1 November, chassis number 4 236 757. This replaced the worm and sector steering box that continued to be used on the standard model Beetles.

On 3 November from chassis number 851 390 with front axle number 818 037 the new Type 2 steering damper had a lighter action and was directly connected to the swing lever and a bracket on the lower axle tube.

Electrical system

VW production vehicles were still powered by the six-volt system. On 4 October from chassis number 0 000 596, the connection tab for the Type 3 dashboard clock was insulated with a plastic sleeve and bent at 60 degrees.

On 1 November the vacuum unit for the engine distributor had improved material for the diaphragm. The first engine involved was number 3 928 696 (1200cc, 30bhp), engine number 6 219 139 (1200cc, 34bhp) and Type 3 1500cc from number 0 005 022.

Chassis numbers (Type 1)

Oct	4 165 012 – 4 245 397
Nov	4 245 398 – 4 321 188
Dec	4 321 189 – 4 400 051

Chassis numbers (Type 2)

Oct	835 334 – 850 333
Nov	850 334 – 871 303
Dec	871 304 – 882 314

Chassis numbers (Type 3)

Oct	0 002 052 – 0 003 991
Nov	0 003 992 – 0 007 184
Dec	0 007 185 – 0 011 041

Type 1 Engine numbers (30bhp)

Oct	3 927 057 – 3 928 695
Nov	3 928 696 – 3 930 100
Dec	3 930 101 – 3 931 468

Type 1 & 2 Engine numbers (34bhp)

Oct	6 128 601 – 6 219 138
Nov	6 219 139 – 6 309 500
Dec	6 309 501 – 6 375 945

Type 3 Engine numbers (1500cc)

Oct	0 002 729 – 0 005 021
Nov	0 005 022 – 0 008 565
Dec	0 008 566 – 0 013 112

Gearbox numbers (Type 1)

Oct	4 314 392 – 4 402 163
Nov	4 402 164 – 4 486 331
Dec	4 486 332 – 4 458 031

Gearbox numbers (Type 3)

Oct	* *** *** – 0 002 253
Nov	0 002 254 – 0 005 717
Dec	0 005 718 – 0 009 919

(*Details not recorded from factory)

VW production details for 1961

Total vehicle production	1,007,133
Type 1 vehicles	838,513
Type 2 vehicles	168,600
Type 1 Beetle Cabriolets	12005
Sold in Germany	426,353
Exported from Germany	533,420
Produced outside Germany	47,340
Imported from Germany to the UK	15996
Imported from Belgium to the UK	552

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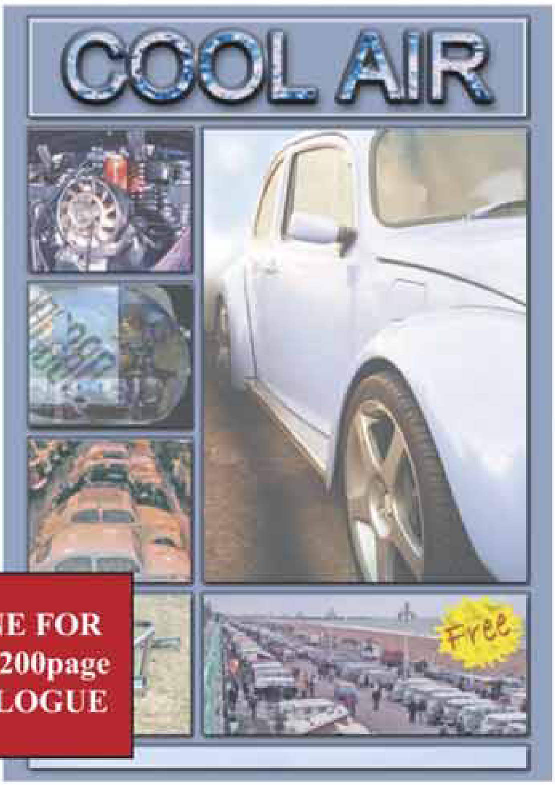

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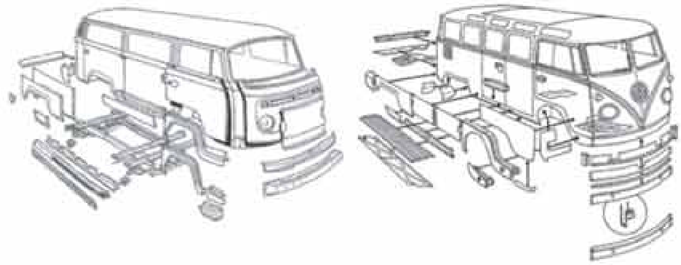

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bus scene

Rikki James – Resident Bus specialist and SSVC Special Display Organiser

LEFT & ABOVE This is what it's all about, getting away from the rat race with a few good friends – in a rat look

For Bus lovers everywhere

You know how it is when you do something on a regular basis and it becomes routine? Well, that's how the VW scene is for me. It's not that there is anything wrong with that. In fact, it's quite advantageous when it comes to organising Bus displays. As most promoters will tell you, the more you do it, the easier it becomes and as you get to know who, where and how, things start to happen more smoothly.

> **“I had almost forgotten what it is like to stay in my Bus. Your home is where you park it”**

However, I recently went camping in Somerset, in the south west of England, with my family and a bunch of friends, and we stayed at a campsite just down the road from Shepton Mallet. It was a non-VW show camping weekend, so I had nothing to do but set up camp and chill. With that, it came back to me, the reason why I got into Bus camping in the first place. I had almost forgotten what it was like to stay at a campsite in my Bus. Your home is where you park it! There are so many beautiful places to camp in this country and it is a fraction of the price of a guesthouse or hotel. Plus, there is scenery to die for.

Don't get me wrong, I'm not going to disappear into the wilderness of 'Bobby no mates' camping weekends – far from it. I've just remembered how nice a normal weekend camping experience is! I also understand why some people come to VW shows, set up camp and don't bother to move their Bus to the organised displays. I guess quite a big part of the VW shows is to chill out and relax, which I sometimes forget.

I'm not suggesting that you set up camp in some remote location on the showground and hide away. What I do recommend is that, either you set up camp within the allocated display areas (which means you don't have to move to display) or make the effort to bring your Buses over to the displays in the daytime.

Imagine what it would be like if you went to a VW show and there were no Buses being displayed. It's unthinkable! Part of the reason for the ever-increasing popularity of the Bus scene is that Bus owners put their vehicles on display and in line-ups. These are then photographed by the VW media and printed in VW publications. Without this constant high profile Bus fever, our world domination could wane, which we can't allow to happen. So if you have a Bus and are so-so about displaying it at your local show, please bear in mind that without you and your Bus, the scene would be nothing!

One of a kind

Early right-hand-drive Buses are few and far between at the best of times, so when I found out about this right-hand-drive 1953 Barn Door Kombi, I had to share it with you.

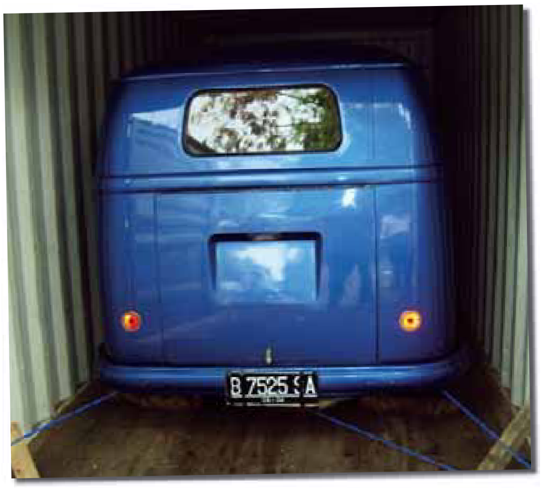
It was built in January 1953 and is the second oldest RHD Bus known to exist today. The good news is that it's on its way to the UK. In fact, it should have arrived by the time you read this.

The Bus has been shipped over from Indonesia and, looking at it, a few incorrect parts have been replaced over the years but, generally, it appears to be in good shape.

Proud new owner, Clinton Thrower, is over the moon about his new purchase and so he should be. This is a very special bit of Bus history! If you were at the SSVC's Brighton Breeze Show, you would have had the privilege of seeing it in the metal, as the Bus was debuted there on 1 October 2005.

Congratulations on your new purchase, Clinton, and well done for dealing with the risk factor of importing this vehicle and taking on the project. Now the fun begins, collection all those super rare Barn Door parts you will need. You are going to end up with one serious bit of kit. Respect!

BELOW You want early RHD? Well, this is the second oldest known in the world



Camping accessories

- ***Who?*** Blue Bird Customs
- ***Contact:*** 01254 888 416
- ***Web:*** www.bluebird-type2.co.uk

Richard Foks at Blue Bird Customs has got a whole load of camping accessories in that will make your camping trips much nicer. Take the 12v low energy awning lights for example. They fit into your ciggerette lighter socket and have an 8 meter cable so you can hang them outside. They only consume five watts of power so you wont drain your battery in a hurry, but they give out 70 watts of light so they provide loads of light. For just £29.95 for two lights, you can't go wrong. You can also get three lights on one lead for an extra £10. Another must have is the insulated screen cover. Not only does it keep you nice and snug, it also shields the sun in the morning and of course from prying eyes while you sleep; a bargain at £39.95. Lastly, there is the free standing awning named the Navigator. It is made from top quality material with a built in ground sheet and is extremely spacious. It even comes with a twin size inner tent for sleeping in. For £225.00 you and the whole family will be able to be snug as a bug of a night time. Give Richard a call for more info or long on to the website to see the full range of products.

Bus Shelter

- ***Who:*** Protech Shelters
- ***How much?*** £359.95 for the Bus sized shelter
- ***Contact:*** 01278 447080
- ***Web:*** www.protech-shelters.co.uk

Protech Shelters supply a range of shelters ideal for protecting your VW from the elements. They are designed for all-season use, either for winter storage or daily use. Each shelter consists of a fully weatherproof Polyethelene tarpaulin cover which is tensioned over a powder coated steel frame. The frame slots together for easy assembly and is secured to the ground via a base rail, which runs around the outside of the shelter. The shelter is far more convenient than a conventional cover and as it has no contact with the vehicle to avoid scuffing and moisture getting trapped. Plus its cheaper than a brick garage and can easily be dismantled and relocated. There are sizes to fit most VW's and because the shelter is ventilated, you shouldn't get any condensation building up inside. Prices starting at just £269.95 including VAT.

SSVC Autumn Fair

- ***When?*** 12 November
- ***Where?*** ACE Café, North Circular Road, Stonebridge, London
- ***Web:*** www.ssvc.org.uk

Don't forget it's the Split Screen Van Club's Autumn Swap meet at the Ace Café on Saturday 12 November. The meet opens at 10:00 am, and finishes around about 4:00pm after the trophy ceremony.

This is an ideal opportunity to empty your lofts and garages of all that VW related stuff that you thought you might use one day but never have!

Please note there are no traders, this swap meet is for the public only! To avoid disappointment arrive promptly to save your trading spot. All the usual bands and DJ's will be playing, along with the Ace Café's fine hospitality. This year the swap meet has been kindly sponsored by Karmann Konnection and the Split Screen Van Club.

VW Camper & Bus

Don't forget folks that the second issue of VW Camper and Bus is available now at www.justkapers.co.uk or on the shelves at WHSMITHS. It is selling fast so make sure you pick up your copy today. There is lots of interesting and useful information inside from thr History of the Bay Window to buying your first one. We also have six lovely feature cars for you to look at, a how to section and readers rides.

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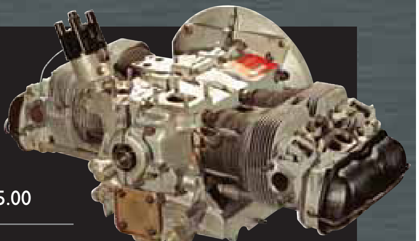

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(1979 "CJ" owner must use a "CU" and modify the breather).

Please note: Above CJ/CU engines are supplied with Oil cooler, Oil filter & bracket, fan hub. Auto models available to order. From time to time 2.0 litre air-cooled engines are supplied with Re-man heads at the lower price of £1175.00.

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- 1.9 litre, T25	1985-'91 code "DG"	£1175.00
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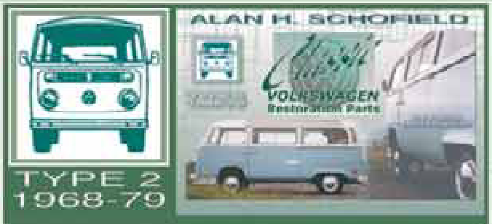

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West Coast Classic

Keith Turner's '62 Samba may have started out as a disappointment, but now it's more than a bit of West Coast cool

Words: Matt Keene Pics: Zoë Harrison

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The Microbus Deluxe was first unveiled at the Frankfurt Motor Show in April 1951 to an eager public. Boasting a host of additions to the Type 2, the Deluxe or Samba, sported lots of extra glass, including two additional side windows, a pair of rear corner windows and eight green tinted 'panorama' skylight windows. A huge Golde sunroof spanned the length of the cargo area and there was a load of 'bling', such as polished waistline trim, bumper mouldings and polished aluminium trim for the engine air intake louvres.

Interior-wise, the level of trim was raised considerably above a Kombi or Microbus, with the addition of a clock, chrome interior handles, assist strap, three coat hooks for the cargo area, a carpeted luggage section with 'jail bars' to protect the windows from stray luggage, a rear seat rail, chrome ashtrays and a chrome speedometer bezel.

The Samba topped Volkswagen's range of Buses until August 1967 when it gave way to the new Bay-window model. Costing approximately 25 per cent more than a base model Kombi, the Samba accounted for less than five per cent of Volkswagen's Type 2 sales. A rare beast today, the

RIGHT Loaded with pop-out windows and goodies, this Samba has it all. The wheels are JGE Raders and don't they look fabulous?
LEFT The steering wheel is a Flat 4 reproduction of a Perti 'Banjo' wheel
BELOW Fully retrimmed in grey vinyl with cream piping and looking great
BELOW LEFT Alan Schofield supplied the sunroof cover. Creative did the rack

Samba is in high demand with prices virtually going through the 'Golde' roof.

Keith Turner's name will be familiar to many readers, as he is half of the VW Relics emporium (*www.vwrelics.co.uk*). Specialising in importing VW Buses for over five years now, he is well versed in the trials and tribulations of restoring Type 2s.

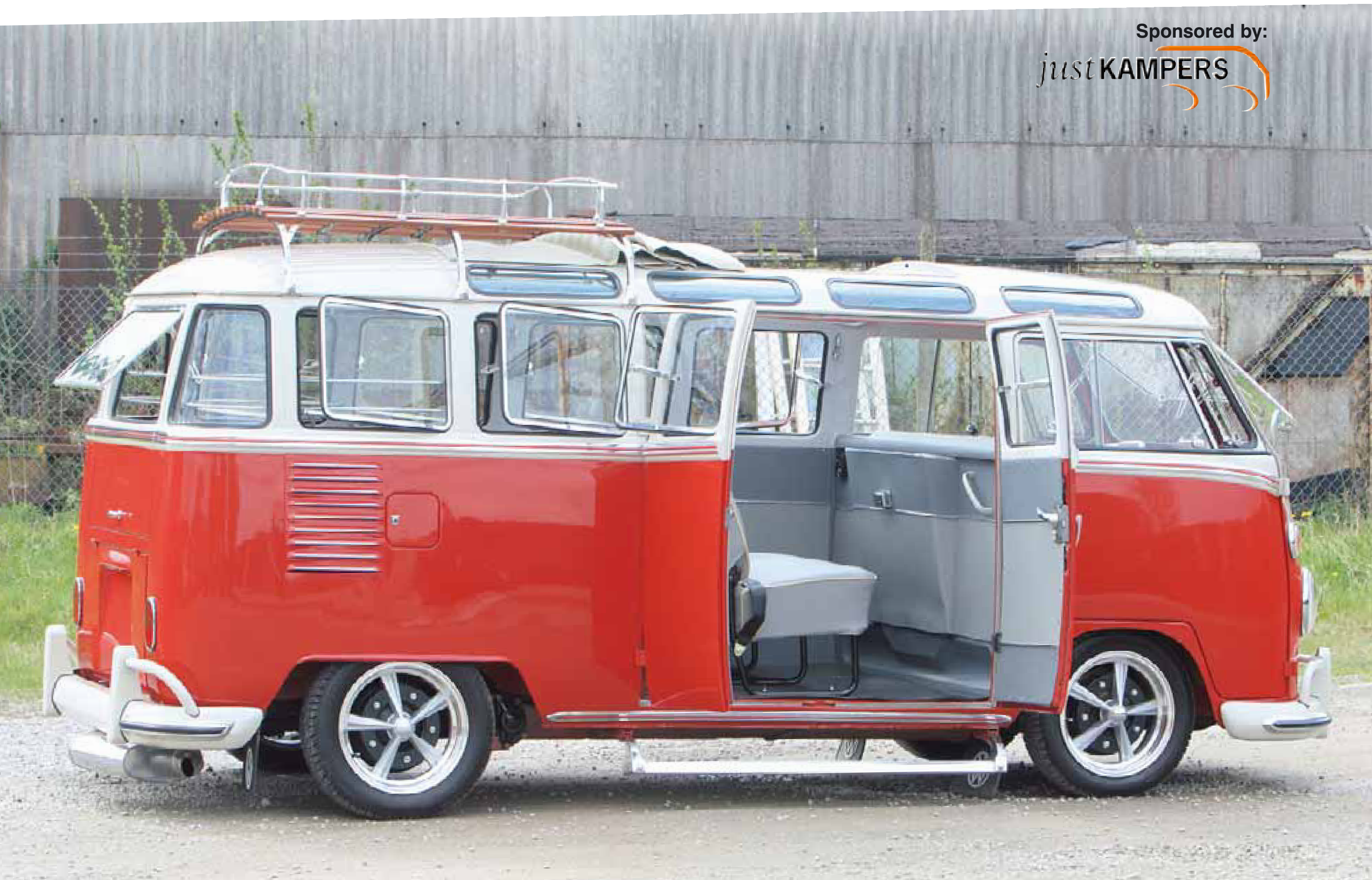
Advertised on *www.volkszone.com* as a "virtually complete and relatively rust-free condition 1962 South American Bus", Keith thought this Bus was too good to pass on, so bought it over the phone. He was disappointed when it arrived, as it was missing most of its glass and interior and all of the Deluxe goodies listed above had gone walkabout. However, it was relatively rust-free and that was his prime concern.

Keith began the restoration in Autumn 2004 and a spell at the shot blasters revealed that the original sheet metal was pretty solid. A week's worth of welding work was necessary, however, as the skylight apertures, front dogleg and several patches of the cargo floor were crusty. The front clip had been replaced and required some localised panel-beating to repair. Keith replaced both of the front doors with items from his impressive stock of Bus spares and the lower six inches of the cargo doors were treated to fresh metal from the Schofield catalogue. Aside from a new engine lid from Volksheaven, the Bus was ready for body prepping.

Keith wanted his Bus to exude 'West Coast Cool', so chose to keep the original Sealing Wax red/beige paint combo, as it works so well. Credit for the flawless paintwork goes to good friends and professional paint sprayers Jason Smith and Mark Walker, who took only two weeks to bare metal prep the Bus and spray it in two-pack paint.

While the Bus was receiving its new coat, Keith sourced the missing parts of his enormous Bus-shaped jigsaw puzzle. All of the Deluxe-only missing parts were sourced in-house or 'borrowed' from existing stock and restored to perfect condition. Perhaps the most daunting piece was the sunroof mechanism, but Keith was able to source that from a wrecked Swedish Army Bus that had a Golde sunroof fitted as standard.

RIGHT This super Samba is powered by a 1776cc engine with twin 40mm Weber IDFs



He also sourced the two rear passenger seats, which were sandblasted and painted black before being handed over to his coachtrimmer, Alan Kamara, who did a fantastic job of recovering the seats in original type grey material with beige piping.

J&S Upholstery in Doncaster gets the credit for making and covering the door cards in stock style material. Using original panels as templates, they cut new cards from hardboard and sourced the correct material to create interior panels that are virtually indistinguishable from the VW items they ape.

> **"That is what this Bus is all about; subtle style with more than a hint of West Coast chic"**

Replacing the headlining is a major job on any VW, let alone a 23-window Samba. Enter Ginger John, a man more than up to the challenge. Over a period of six weekends, Ginge fitted a West Coast Metric headlining and sunroof cover kit sourced from Alan Schofield. WCM products have a reputation for quality and I'm sure you can see why.

Visually, a West Coast styled Bus needs the correct attitude. There are several key factors, including stock-style paint and stance. This is an area that either makes or breaks the look and Keith has hit the nail on the head. Sporting a home-brewed IRS set up and a Creative Engineering Weedeater beam, this Bus sits just right.

Another essential element is bling. Sambas are blinged-up from the factory so just a little accent is required to complete the look – safaris, front and rear, pop-outs on long spoon latches and a Westfalia style three-bow roof rack all from Creative Engineering. Oh, don't forget the polished ali side step from Bluebird Customs – a crucial piece of West Coast kudos.

Last but not least, wheels. We are spoilt for choice when it comes to wheels these days, especially when you consider that Jonny Java and Joe Gallagher of JGE Enterprises (01206 307608) have knocked out some of the finest wheels on planet VW, including the superb Rader wheels on this Samba. Measuring 15x5-inch on the stock 205 PCD, they suit Keith's Bus to a 'T'.

A Bus of this calibre requires a boost in the engine department to keep up with today's traffic and make the most of the taller gearing provided by the IRS conversion. Motivating Keith's ride is a home-brewed 1776cc Type 1 engine built by Ian Meyers and Keith himself. Sporting a counterweighted crank, full flow oil system, 044 cylinder heads and dual 40mm Webbers and a mild Engle cam, the combo is built with every day use and reliability in mind. To counter any possible oil temperature rises, Keith fitted a remote oil cooler with a home-made air scoop and oil temps and pressures are kept in check with a brace of gauges housed beneath the dash.

Finishing off the Samba is a sprinkling of NOS trinkets, such as the speedo and Deluxe-only chrome front badge. A lovingly restored Sapphire radio resides in the centre of the dash and a superb replica Petri Banjo steering wheel ensures that Keith turns left or right in the utmost of style. Like I said, this Bus exudes cool. Did you spot the chrome jacking point covers? Again subtle, but crucial. How about the VW mud flaps? They are perhaps not to everyone's taste, but work so well on this Bus. I am sure you could study these photos for hours and keep spotting something new. That is what this Bus is all about; subtle style with more than a hint of West Coast chic.

Keith would like to thank: Ginger John, Jason and Mark, Alan Kamara and Alan Schofield and Rick for their help in creating his dream Bus. If you are hankering after your own dream Bus, why not give Keith a call on 01904 608535, as he might just be able to help you out.

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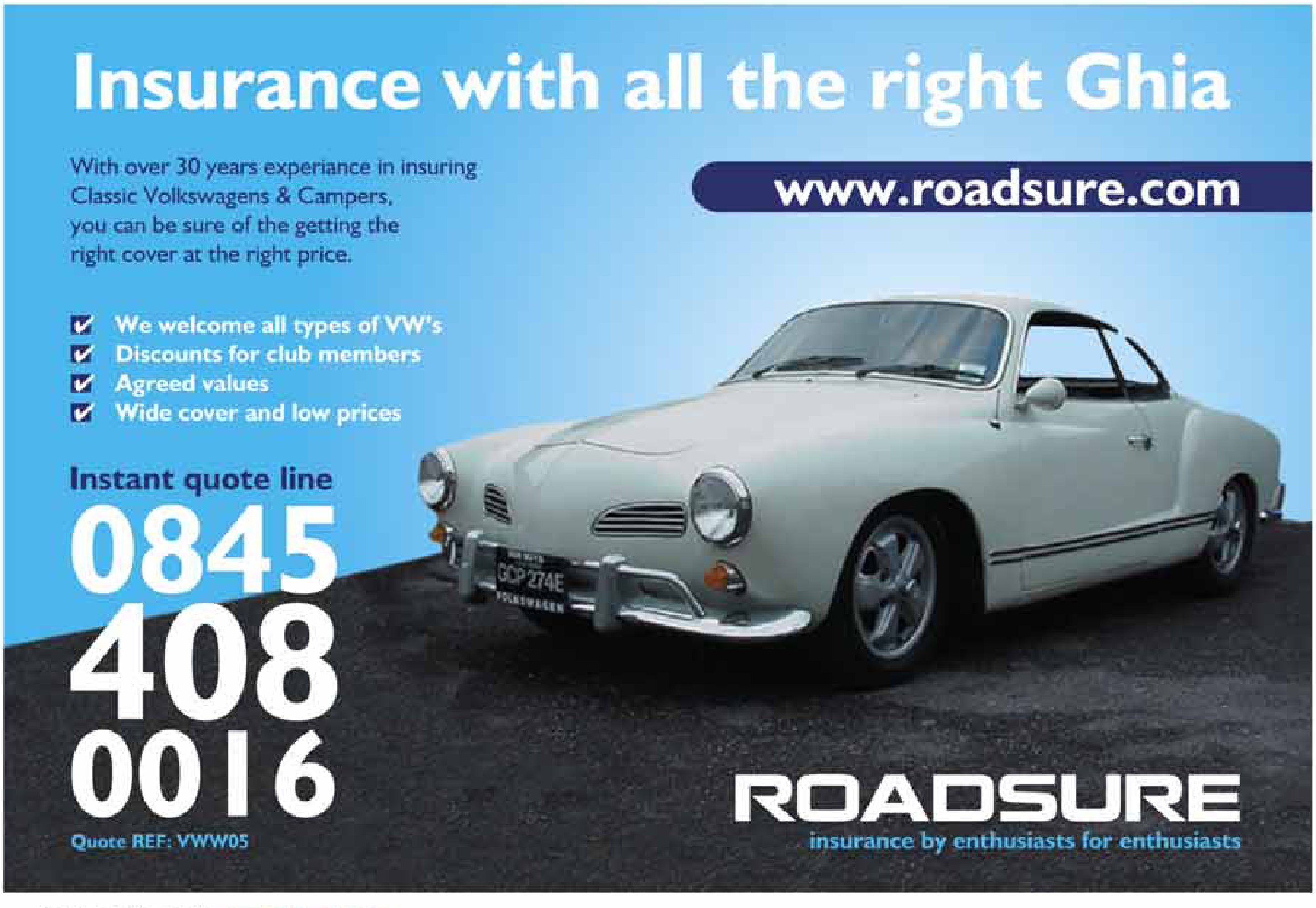

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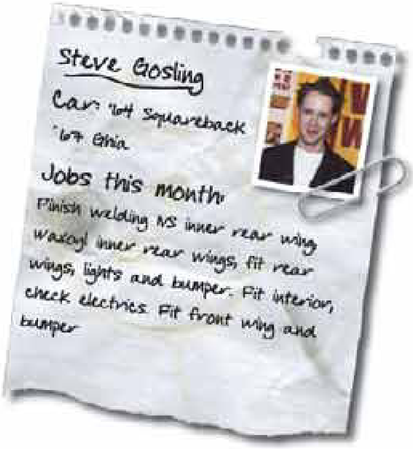
projects

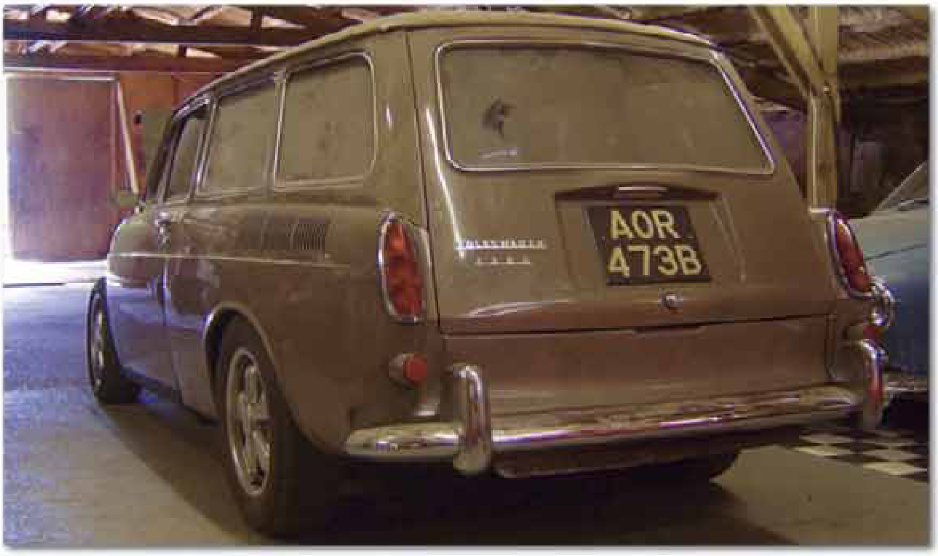
What we've been up to in the workshop this month



Steve Gosling

Car: '64 Squareback
'67 Ghia

Jobs this month:
Finish welding NS inner rear wing
Waxoyl inner rear wings, fit rear
wings, lights and bumper. Fit interior,
check electrics. Fit front wing and
bumper



ABOVE Finally, the rear wings are back on! Enthusiasm is at an all time high. Two days off work and the Square is nearing completion

Last time I reported on my Squareback, Mike was just starting to repair the NS rear corner. Well, it's taken longer than expected, due to me getting my Ghia back on the road and the usual summer holidays, but the welding is finally finished.

I'm not going to say that fitting the second-hand panel bought from T3D was an easy job, but after several evenings of trimming, grinding and filing, Mike had all the rot out and the new metal in. I'm so pleased with the result. It couldn't have gone better. Yet again, my hat goes off to Mike, as without him the Square would still be sitting in the corner, gathering dust.

With the welding repairs finished I could see the light at the end of the tunnel, so I took a couple of days off work to get stuck into reassembling – the fun bit. Every job from then on saw the Square looking more and more like the car I bought and less like the pile of bits it had become.

I cleaned up both inner rear wings, removed all traces of surface rust and coated every rust trap in Waxoyl. I want this car to stay rust free for as long as possible. After fitting new wing to inner wing seals, it was time to get the rear wings on. I was so keen to see the wings on, I think it took me half an hour to do them, the lights and bumper. I was shattered, but it made my week and took about that long again to wipe the smile off my face.

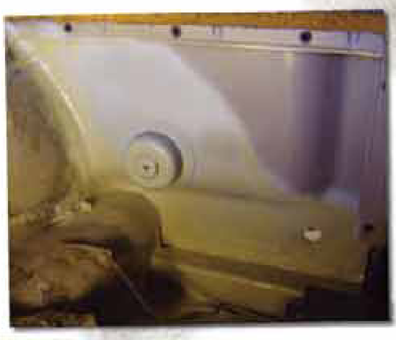
With that done, it was time to get the interior back in. One of the reasons I bought this car was the interior. It's fantastic and, bar the shifter and seat belts, it's totally original. The only problem I had was working out where it all went. It's been a year and a half since I took it out and my memory isn't crash hot at the best of times.

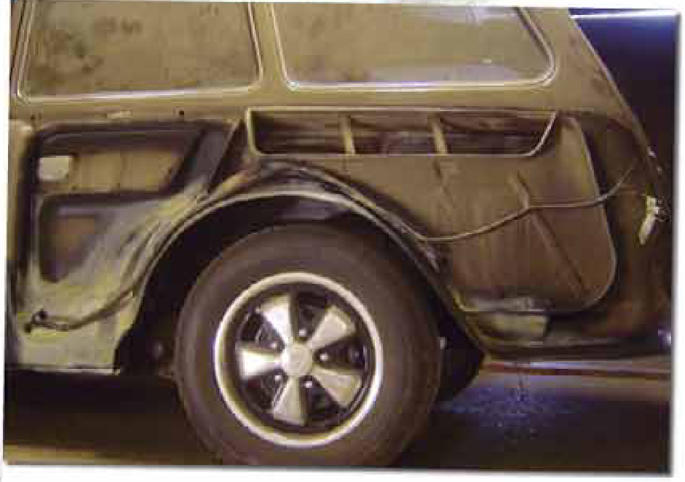
With the interior back together and a fresh battery installed, I ran through all the electrics, checking that everything still worked. You know what old cars are like – things fail through lack of use. Everything checked out OK, though. Even the washers worked – practically a first for me!

On to the front. We had removed the NS front wing to repair a small hole in the inner wing. With the repair etched and primed, it was back on with the wing and the bumper.

It was a very productive two days, I'd say. The car is now totally back together, missing only the engine that started this whole process. More on this next time.

RIGHT After etch priming and a coat of Waxoyl, the repair is almost invisible
BELOW I used a clean and strip disk on all areas of surface rust before applying a rust preventer, etch primer, primer and a black top coat to seal it from the elements, oh, and a thick layer of Waxoyl to finish





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Karmann Konnection in Essex has recently brought out a new series of DIY-friendly carpet kits for your beloved Volkswagen. *VolksWorld* brings you the low-down

Quality carpet sets are difficult to find for our VWs these days. You will be surprised by how many so-called show cars there are out there that have been let down by sub-standard carpet sets. Perhaps it has been an issue of availability or perhaps it has been an issue of cost, as having your carpets professionally trimmed by a coach trimmer is hugely expensive.

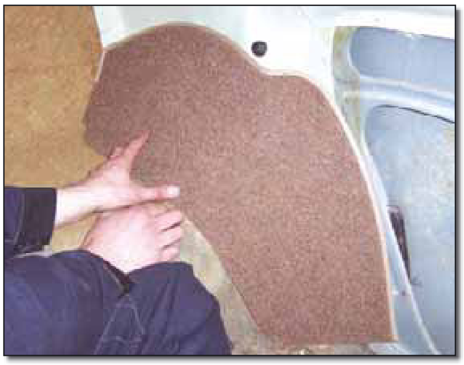
The boys at KK have taken notice and have introduced several carpet kits to fit Beetles of all years and budgets. Ranging from narrow weave to traditional square weave, the key to a superb looking carpet set is down to two key factors – quality and fit.

Happily, after spending a weekend in the garage getting covered in glue, I can report that KK have got the carpet kits just about spot-on. Every piece is pre-cut to a perfect template and fitted a treat, making the otherwise awkward task a simple DIY chore. No special tools are necessary other than a common household hair dryer, so, if you have patience and a weekend spare, why not put the finishing touch to your pride and joy? Figure on a weekend's work to do the job yourself.

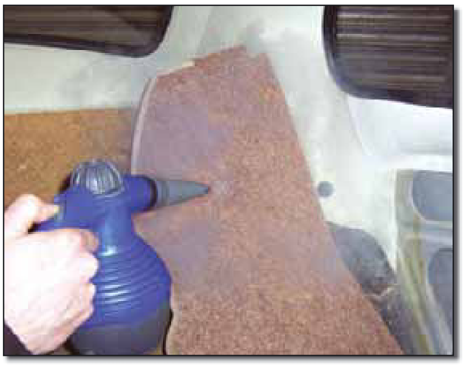
Carpets sets are presently available for both Bugs and Karmann Ghias and prices start at £159, including the dreaded VAT for a complete kit. Instructions are provided and are fairly comprehensive, so, armed with this how-to, fitting should be a doddle. KK suggest that only the square weave type carpet should be steamed in order for it to be moulded to shape on tricky spots, such as the rear wheel arch panels. Not having had a hair dryer to hand at the time of installation, I used a cheap steamer bought from Lidl (£15) without any problems whatsoever, although the hair dryer option would have saved considerable drying time.

A word of caution – when using glue and other solvents, make sure you are well away from any source of spark or naked flame and that you are in a well ventilated area. You don't want to end up a space cadet or worse still, have your pride and joy go up in flames!

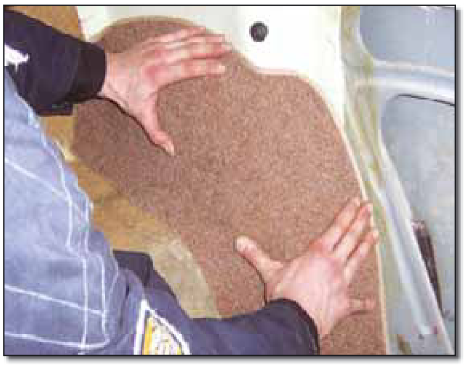
1 My '61 was in the final throws of a lengthy resto. Having recently done a new headliner and seat covers, the carpets were next in line



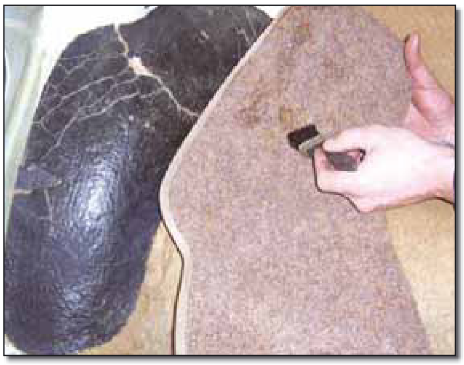
2 Always offer up the new section of carpet and check to see that it is the correct shape and fit. All panels in the kit turned out spot-on



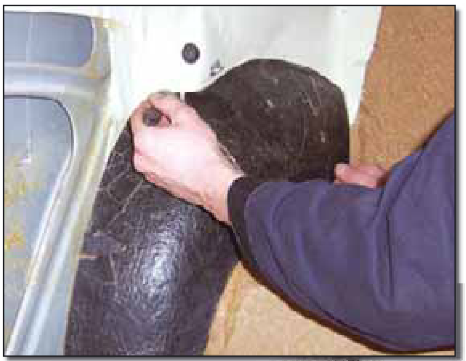
3 The rear wheel arch corners need either steaming (square weave) or heating with a hair dryer to make the panel more malleable



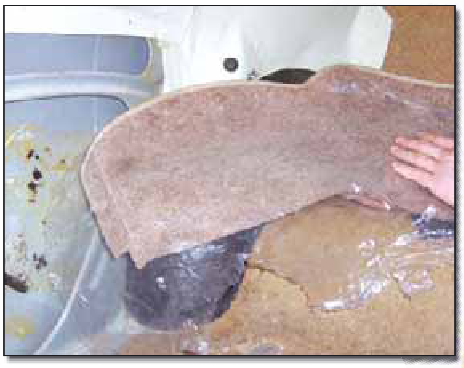
4 With the panel warm, you can then 'mould' it to the shape of the wheel arch. Bending panel over your knee to shape helps no end



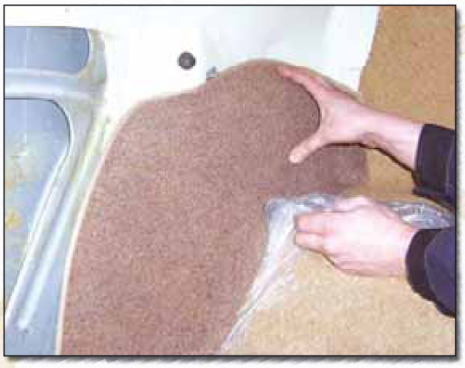
5 With the panel ready-shaped and dry, it is time to break out the glue. I used Evo Stick. A half litre tin should suffice



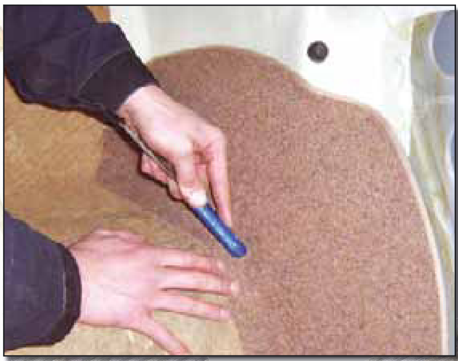
6 It is important that both the carpet and the area to be covered are given a light coat of glue. Allow time to air dry before fitting



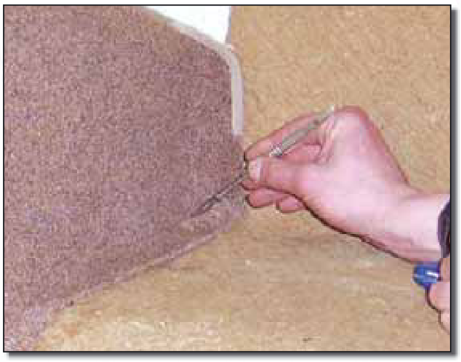
7 KK suggest covering the pre-glued carpet with plastic before finally fitting it to the arch. Tacky glue won't stick to the plastic



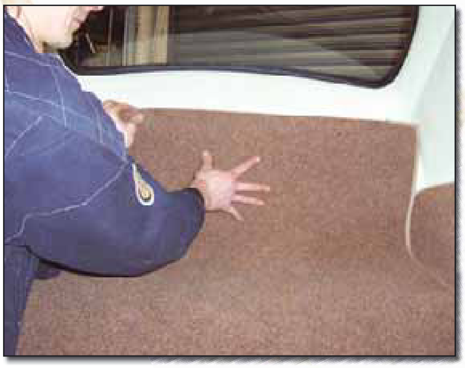
8 This will allow you to offer up the panel without it sticking. Slowly peel plastic away and push panel firmly into position



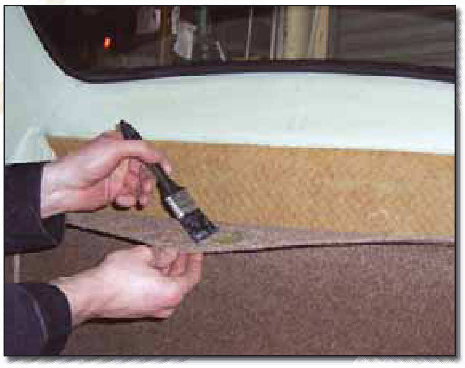
9 The blunt edge of a paint scraper is a very useful tool for pushing the carpet panels into corners. Work into corner slowly



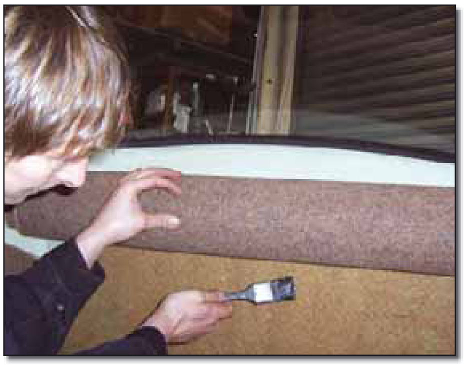
10 With the plastic removed and the panel firmly in position (you can always remove and start again) trim off excess carpet



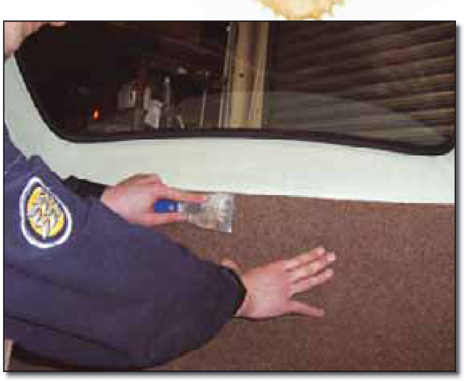
11 With both wheel arch panels done, offer up the parcel shelf area panel and take note of the way it sits. Take your time here



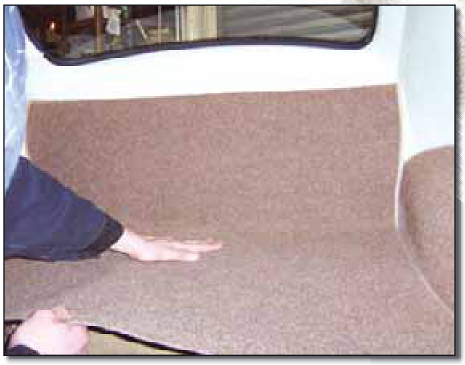
12 I found that it worked best for me if I glued a little at a time. Starting at the top, I worked about six inches at a time



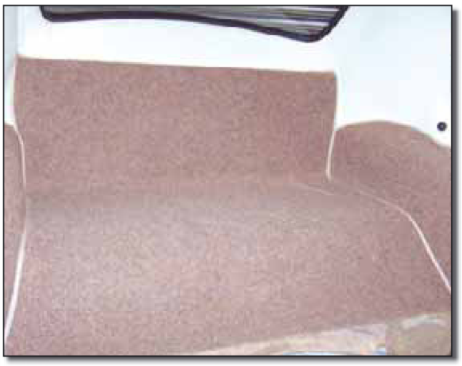
13 Again, both carpet and the area to be covered must be coated in glue. Avoid being lazy and only covering one area



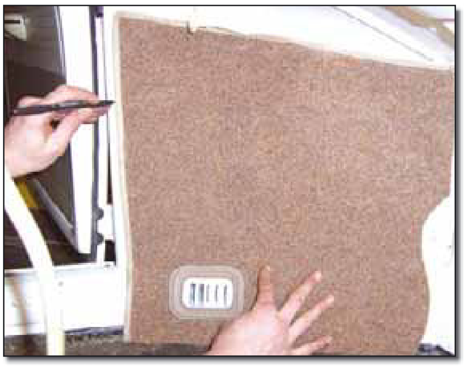
14 The flat part of the paint scraper makes a great tool for helping you flatten out the panel as you push it firmly home



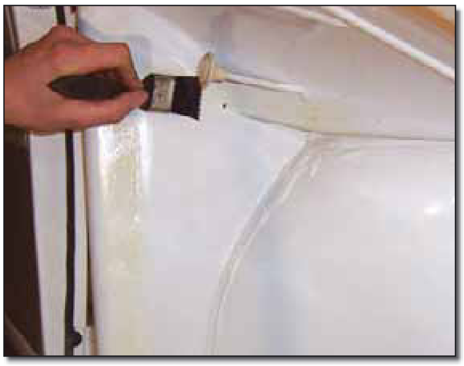
15 Work into the corner with your tool and then hold down firmly in the centre while pulling carpet towards you to stretch to shape



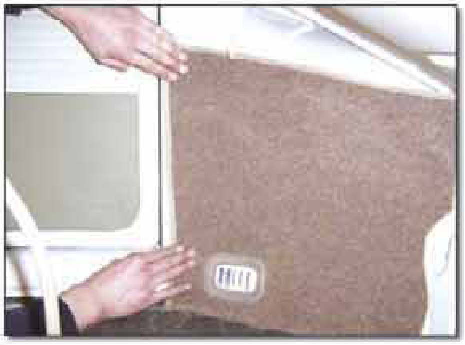
16 With a little time and patience, the finished parcel shelf looks neat and tidy. Note the lack of wrinkles



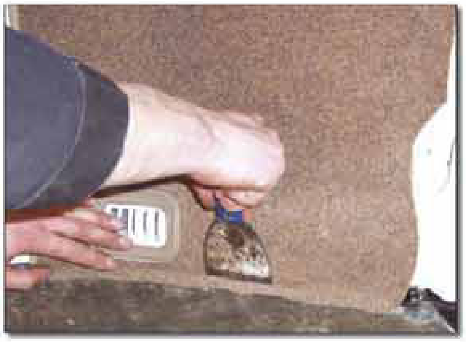
17 Working up front, the best place to start is the inner quarter panel. Mark with a pencil where you want the panel to sit



18 This will give you a line that you should not glue past. A one-inch brush or thereabouts is fine

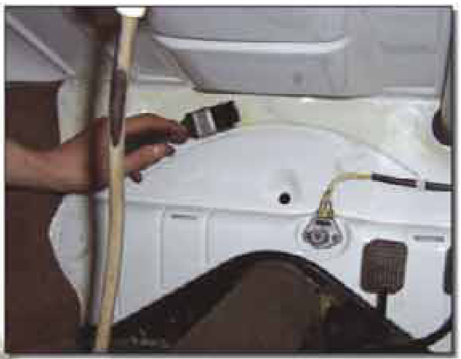


19 With both the carpet panel and the area to be covered given a light coat of glue and air dried, the panel can be pressed home

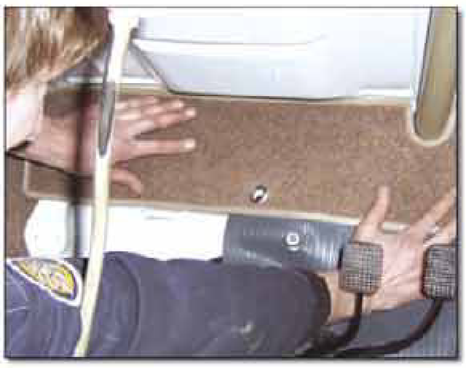


20 Again, work your way down with a blunt tool, such as a rounded edge scraper. It's amazing how versatile this tool is

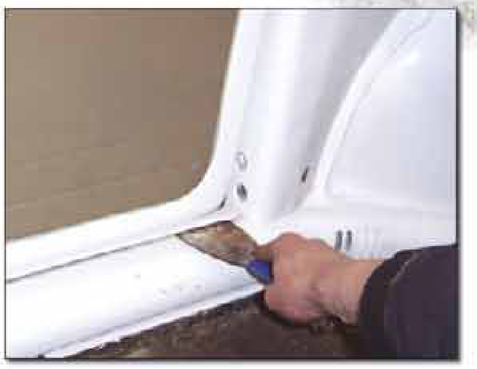
21 Repeat this task for the other side. Note the use of disposable vinyl gloves in this shot. I got fed up with sticky fingers



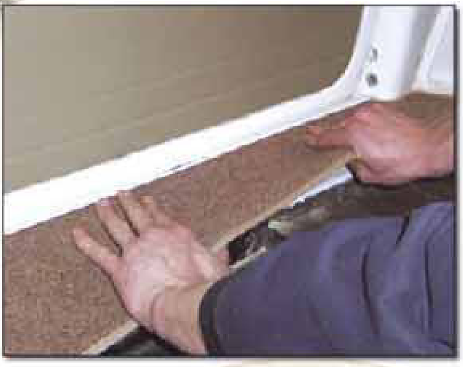
22 Once both front inner arch panels are home and dry, offer up the bulkhead panel and, when happy, break out the glue



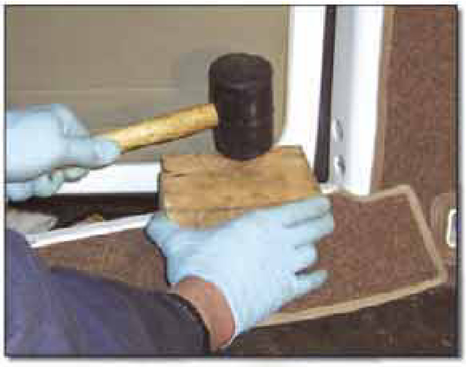
23 Push the panel firmly home and work your magic with the paint scraper. Bare in mind that you will be covering wires



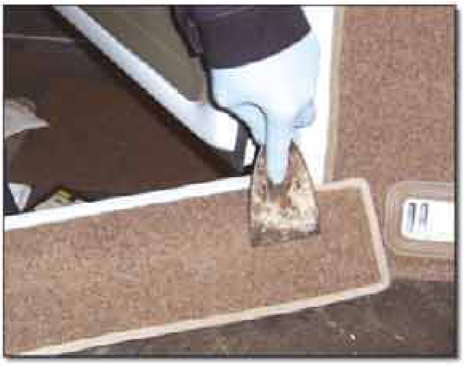
24 The heater channels have folded metal strips welded to them to hold carpet. Again your scraper is ideal to bend up strips



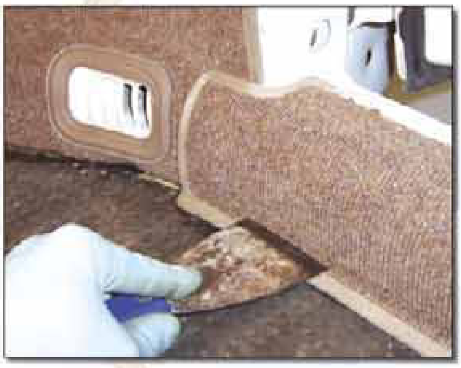
25 With the strip bent up enough to allow the carpet panel push underneath, insert carpet and push it home. It's snug



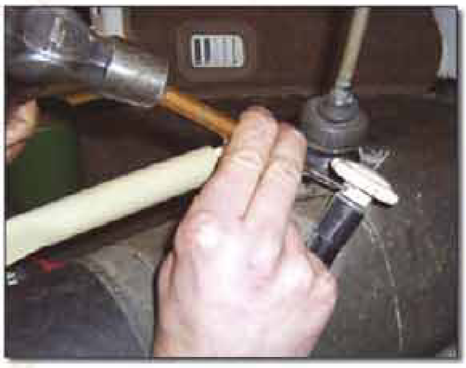
26 Using a wooden block to avoid damage to your painted heater channel, knock the strip down to secure carpet fully



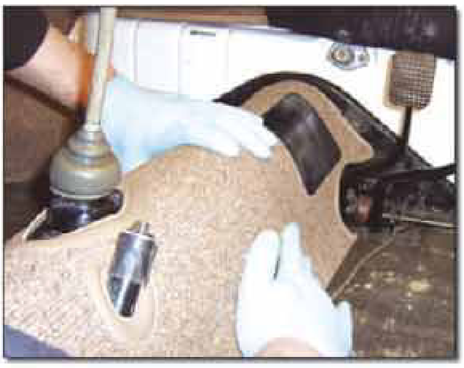
27 Lift up the carpet and glue both the heater channel and the carpet panel. When touch dry, work carpet gently into place



28 The edge of the carpet can be worked tightly into the heater channel to floorpan rebate with your trusty paint scraper



29 On early cars, you will need to remove the heater control knob. A hammer and well fitting pin punch make light work of this



30 Centre tunnel carpet panel is perhaps the trickiest to fit. Ensure you are happy with where it sits before applying glue

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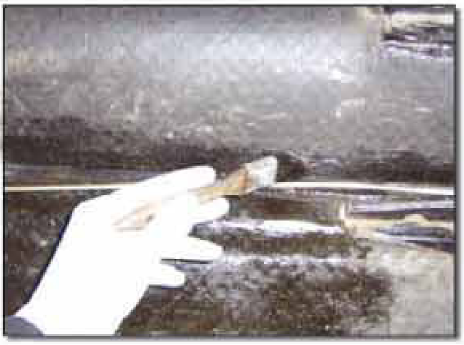
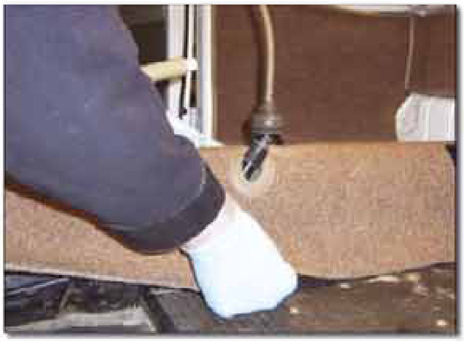
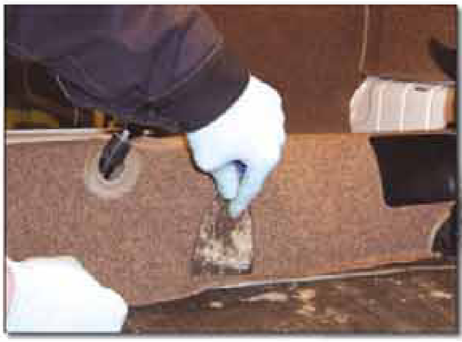


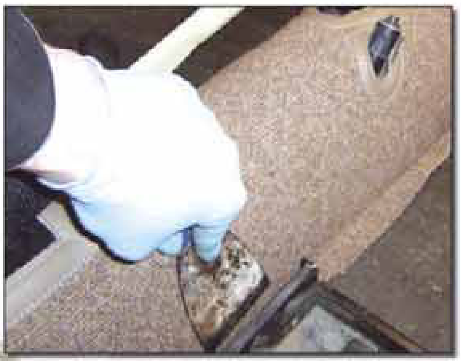
31 Work your way along the tunnel and floor section with glue. Avoid cheating with aerosol glue, as it is not as long lasting



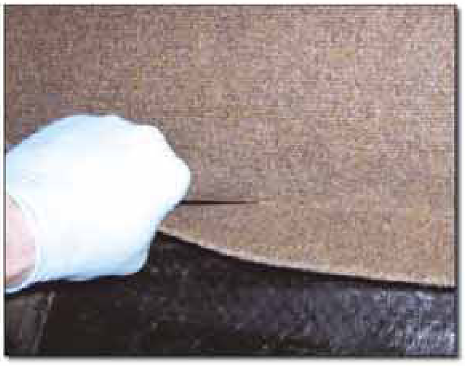
32 Starting with the centre of the panel touching the centre of the tunnel, work your way down the tunnel pulling a little



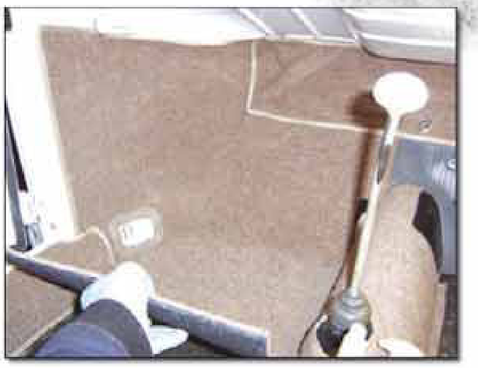
33 Smooth out any wrinkles with your tool. You may want to pull on the panel to help stretch it into place. Note brake pipe



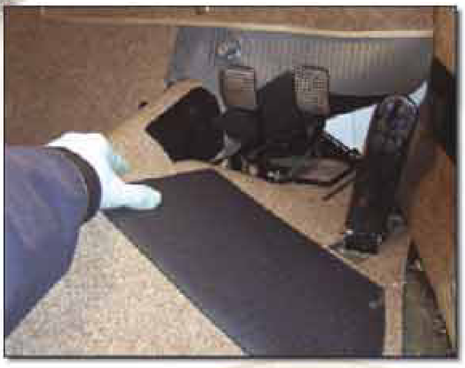
34 The area next to seat rail is quite tricky. Pushing down firmly on the paint scraper will help push panel firmly into place



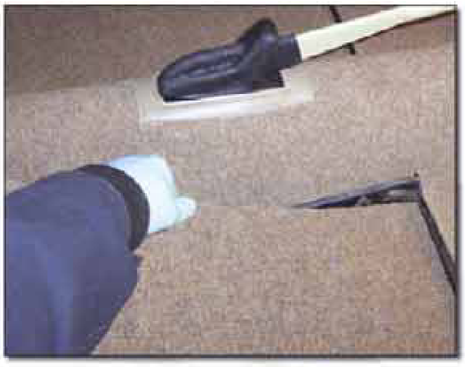
35 Any excess carpet should be cut off with a sharp knife or scalpel from a model shop. Take care here



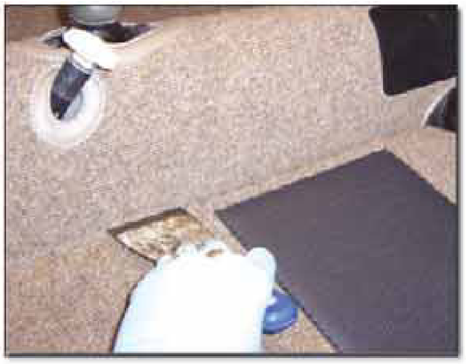
36 The front floor mats can now be fitted. I chose not to glue them, as I wanted to be able to shake of the dust from time to time



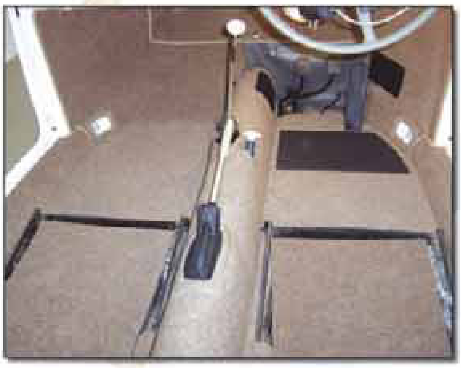
37 The pedal side carpet area is a little fiddly but, with patience, will fit a treat. You may need to trim a little around gas pedal



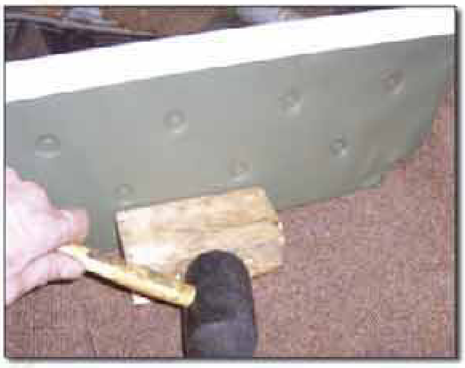
38 The rear floor mats are a simple task to fit. I choose not to glue them but, ultimately, the choice is yours



39 A firm prodding with the scraper will ensure that the panel fits a treat. Don't forget to refit your heater knob and pin



40 A bird's eye view (Well, as much as it can be from inside the car) reveals that our carpets are looking mighty fine



41 Now all you need to do is refit all of your seats and rear card panels. Tapping wood on the panel prevents damage

42 Hey presto! We have a tidy looking installation. All in all a brilliant quality carpet set that fits a treat. 10 out of 10 from us

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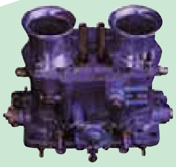

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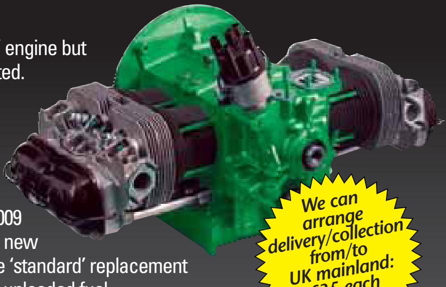

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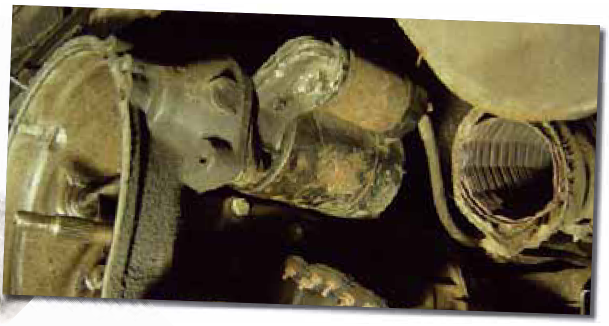
Spot the starter motor

I have recently bought a 1973 VW Jeans Beetle, but the car manual was not included. All electrics are in working order and the motor is sound, apart from the starter motor. The car will start off a tow start, but won't turn over from the key ignition. I was wondering if someone your end could help me with some details as to the whereabouts of the starter motor.
Jon



***A** The starter motor is situated on the right-hand side of the gearbox, if viewed from the back of the vehicle. It is fairly straightforward to remove it, but for access you will need to jack the vehicle up and secure on axle stands. You will then need to remove the offside road wheel. Disconnect the battery before removing the wires on the starter motor and then undo the two 17mm headed nuts, one of which is accessed via the engine bay. You will then be able to withdraw the starter motor. I would suggest popping into Halfords and purchasing a Haynes manual if you intend to do your own DIY. Alternatively, second-hand manuals can readily be found at swapmeets, so pop along to the next show and pick one up?*

• • • • • • • • • • • • • • • • • • • •

L-R conversion

I'm at a loose end and you guys are my last hope. My '66 Beetle is LHD and I want to get it converted to RHD. From doing my own research, it seems that this can be done. I do have a few questions though.

1) What parts can I re-use and which would I need to get? I guess a RHD pedal set would help, oh and the dash too.

2) Do you know of anyone in the Midlands area (I don't fancy travelling to Scotland), who has done this type of work, as I'm guessing it will take a bit of work to do?

Cheers
Ant

***A** RHD conversion is fairly straightforward. However, the dash swap will require cutting and welding. The major parts necessary are a RHD front axle (or you can convert your LHD with some cutting and welding), a RHD pedal cluster and a RHD steering box drop link. You will need to drill holes for the steering column and also the brake pushrod, but the pressings for RHD already exist in the bodywork, so this simplifies the task. For parts and work, why not contact Volksheaven on 01302 351355*

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Cryptic code

I've just got hold of what I believe to be a 1500 Beetle gearbox. However, the code on the side is stamped 13 11 8 XR, which seems strange to me, as I thought all Beetle 'boxes started with two letters, usually AB or AD. Can you help identify what gearbox this is? I've tried loads of places and nobody seems to know!
Thanks
Jon Hargreaves

***A** I have recently asked the same question myself when I purchased a 1500 gearbox from a 1967 Beetle and wanted to check the code. You are correct when you say that gearbox codes normally appear at the front of the gearbox number. My 'box only had a series of numbers, which in turn relates to a batch number. Your number also refers to a batch number and, unfortunately, does not give reference to final drive ratios. I am sorry to say that without the preceding code you are unable to gain the information you request.*

Quick ones

Ragged

I have a Beetle that I want to convert to a Ragtop sunroof and, obviously, when it comes to putting a hole in the roof, I want a quality job done with no leaks. There is nobody in Ireland, that I'm aware of, specialising in this work. I am travelling to Swansea, Birmingham and Cornwall area and would love to get the job done while I'm there. Who would you recommend to do the job? Keep up the good work in the mag!
Dan Dalton

***A** One person springs to mind in the Birmingham area and that is John Abbot of JAVA VW (Tel: 01889 504080). He turns out high quality restorations and modifications on some of the best air-cooled VWs in the UK, so will be more than able to help you out.*

Strapped in

I'm looking to get back into the VW scene and am interested in either buying or building a Buggy. One thing that is worrying me, as I have two kids, is whether or not it's possible to fit rear seat belts. Any help would be grateful.
Malcolm

***A** There is no reason why you can't fit rear seat belts in a Buggy, but you will have to make sure that the mountings are securely fixed to a strong anchorage point and not just the fibreglass tub, for obvious reasons. It may be necessary to fabricate a special mounting in order to fit the belts, but this is something your local garage or sheet metal shop should be able to help you with. Do not take any chances with insufficient seat belt anchorage, as the consequences could be dire.*

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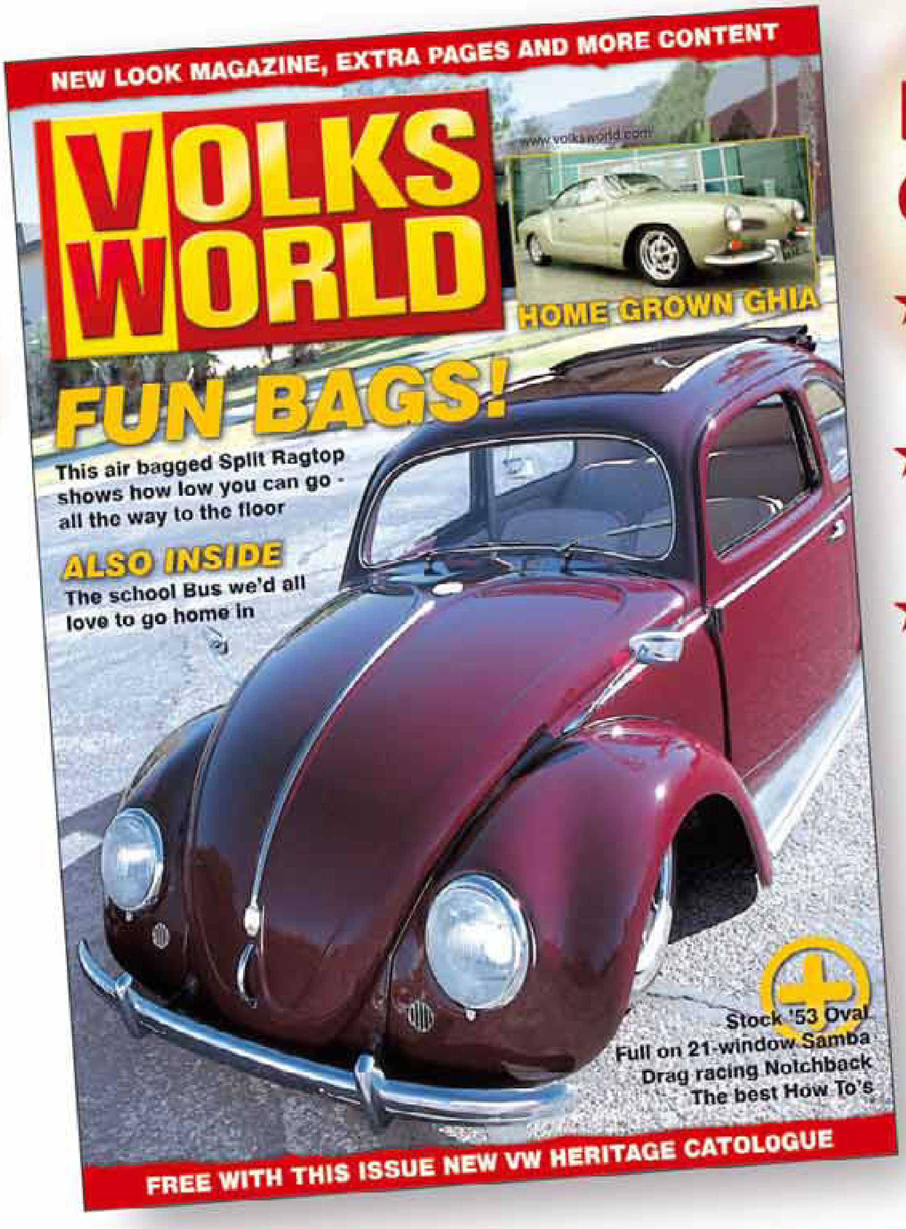
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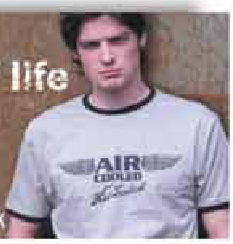

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BEETLE 1303 1973. 2 owners from new, 63545 miles, original documentation & MoT's, met torquise green, woolrace lockable alloys, original enamelled steel rim crossplys, original Blaupunkt radio, 12 months MoT, looks & drives like a dream, £3250. Tel: 01944 738272 (V1360)

RHD MEXICAN MODEL 2003 Sorn, new wheels, dent in front wing, CD player, heated windows £5750. Tel: 07710031080 Epsom Surrey (V1340)

1973 CAL LOOKER Very good condition, all welding done, new MoT, lowered, Cat1 alarm/immobiliser, 1600cc twin Dellortos, loads of history, recaro interior, good sound system, Centerlines, Scat Dragfast, £2450 ono. Tel: 07787 524352 (V1351)

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1970 Westy Surfbus, Original interior, super solid, no rust, runs great, needs new canvas tent in pop top and brake work, £ 4500,-

1969 Baywindow Sundial, Rustfree and original paint, roofrack, wooden interior nice period camper! £ 3800,-

1st owner 1962 PANEL with a walk thru option, still original paint and has been 20 years not been on the road. Excellent cargo floors, some dents but an ez restauration. £ 6000,-

1968 early baywindow bus, absolutely 100% original and rustfree, £ 4500,-

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1970 Fabulous WESTFALIA! new tent, new paint, nice interior,excellent chassis and undercarriage no rust and never welded! Very nice early campervan. £ 6175,-

1964 Splitscreen This splitty has no rustthru's The engine is running smoothly! six pop-outs. £ 4450,-

1965 Splitscreen with dormobile roof, nice old camper £ 7150,-

1965 Splitscreen CAMPER, interior in great shape, body mostly solid, £ 5000,-

1973 Baywindow Westfalia campervan, Beautiful bus excellent body and floors, no rust at all, £ 4950,-

1st owner 1969 FASTBACK! US model, sunroof model, original small blinkers and red taillights, only 80000 miles since new, £ 4125,-

1st owner 1978 Campervan, all documents, receipts and warranties still there, even the touch-up paint! £ 8000,-

1963 restored pick up, no rust at all, gates nearly perfect. Engine is a 50 HP dualport engine, 80 Mph. no problem! Very nice interior with cloth headliner, safari windows in front. You can use this baby straight away, £ 8950,-

1966 Microbus Deluxe, mostly original paint, Walkthru with all 3 seats, new upholstery. This bus has a rock solid chassis with no rust. The cargo floors are also solid. Rebuilt motor, all in all a super bus! £ 12500,-

1967 Splitscreen Campervan. Unwelded condition, runs powerfull. £ 7950,-

1961 Unspoiled pick up, eceptional straight, almost excellent gates, runs fine, nice drivers compartment, rust on left front floor and a small spot on the right dogleg. Overall very nice and original, £ 6150,-

1971 campervan, import from California, USA. Nice and complete interior, Engine is running good. £ 4260,-

T25 bus. 9 seater model, First paint and first owner engine runs great. £ 4487,- These are even hard to find in such a nice condition!

LOWERED primer grey 1972 bus great body and floors, seats 7, White wall tires, roofrack £ 4750,-

1969 Early baywindow camper, original westfalia, sleeps 2 and a child, complete interior with rock and roll bed and beverage cooler/ sink. Runs and drives nice. Some traces of usage solid camper and no rust thru's, £ 3995,-

1967 Californian campervan, second owner.She owned it since 1971! Fully documented with complete history and receipts. Interior is a Sundial Camper conversion, sleeps 2, no rust and runs like a dream. Real collectors item. £ 13250,-

1965 Splitscreen No rust, very solid jack points, rockers and floors. no major dents or dings. £ 6558,-

1953 Wicked Oval, very original oval bug with surface rust all around, fresh MOT, great original floorpans, original interior and engine, EVERYTHING works, has a lot of cool stuff on it. £ 3950,-

Splitscreen KOMBI. Very nice original paint! £POA

1971 SUNROOF baywindow, mostly original paint except for right rear corner. All seats are there, very dry and solid original Californian bus, superstraight, £ 4950,-

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classifieds

1973 KARMANN BEETLE 1303LS. Original right hand drive, restored and new mohair hood in 1999 and only 800 miles since! CD player, garaged. £5,750. Tel: 01403 257455 or 07703 188518 West Sussex. V1289

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'79, LHD KOMBI, Ideal restoration project for the VW van enthusiast, no engine or gearbox (Trailer required to transport). Bodywork in good condition for age. Can forward photos if required. £400 ono. Located Newport S.Wales. 07736 009611

1973 WESTFALIA CAMPER,1700cc recon pertrol engine, original interior, rock n roll bed, awning, mechanically sound, all ready to go 07974 502294 sfreeman@huddcoll.ac.uk £3,500.00 Yorkshire

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'1972 BAY WINDOW CAMPER. v.g.c. lots of restoration. must see to appreciate. growing up & settling down forces sale. 07734 943467 £6,750.00

1975 BAY 2 LITRE MICROBUS . A rare chance to own a twin sliding door van in yellow with a Devon pop top. 2 litre engine, US spec gearbox, new VW heat exchangers, starter motor, twin-choke carb, etc. Daily runner for 16 years and very sad to be selling. 07976 951223 duncan@webgreen.co.uk £4,500.00 Hertfordshire

VW VIKING CAMPERVAN 1979. Totally solid van, chassis excellent, 1000`s spent on welding. Low milage after VEGE reconvert. All hard work done. Excellent runner. Engine supereb. No leaks or anything nasty. A lot new on it. Come see for yourself! 07976 576808 07815 134807 £2,600.00 Oxfordshire

1973 1.6 BAY WINDOW. lovely Devon conversion with sink,cooker,fridge. new cupboards and curtains. sleeps 2 + 2 hammocks, recon vege engine 44,000 miles. new exhaust,garaged in winter regularly serviced very reliable daily drive..reluctant sale. 07973 654610 stuarts.now@gmail.com £5,295.00 Buckinghamshire

T2 PANEL/CAMPER AUTO HI-TOP, auto hi-top panel van part fitted camper,1973 1700cc recon and box,taxed exempt,rare factory roof,wood lined interior,stereo,walk through,etc.mot/taxed till june 2006.outstanding condition (no filler no rust)£2995 01923 404804/07836 262111

VW CAMPER 1975 T2 RHD UK 1600cc aircooled with original Devon conversion, very tidy bodywork with rock solid underneath, really good driver £8,000 ono. Contact Mike on 07876 738390 or 01824 707237 (V1365)

FOR SALE 71 BAY WALKTHRU Full cooker, sink, 3 way fridge, double bed, no major rust, pop roof, tax exempt, MoT'd, offers. Tel: 07931 820557 Bounemouth (V1358)

1982 T25 TRANSPORTER CAMPER 1970cc Full camping intierior, engine needs some work,easy project, great van with a little tlc. 01962 880250 07779 049471 oz_aj69@hotmail.com £1,300.00 Hampshire

1956 SPLIT BUS. LHD Dove Blue van, original 1200cc rebuilt engine, 6 volts, all straight & no rust. Inside panelled just waiting for your interior 07899 787922 graham@riverfordhomedelivery.co.uk £9,500.00 Gloucestershire

1971 CAMPER (Tax Exempt) 1600cc, MOT April 06. Ext.reliable, many trips (Ireland/France). Undersealed & Wax-oiled, Elec. Ignition, mains hook up, CD, Alarm, Spares, relocation forces very reluctant sale!! Great Camper, hence asking price. 07887 508884 ciaranludomcguinness@hotmail.com £6,800.00 Devon

1974 BAY WINDOW CAMPER. Left hand drive, solid van, good runner, engine superb. Redundancy forces sale. 07973 48 42 50 0191 209 6810 jfixter3@hotmail.com £2,990.00 Northumberland

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1978 VW CAMPER Fully fitted out, runs well, reconditioned engine, needs some bodywork, very good potential £1200 ono. Tel 01233 813709 or 07905 911186 (V1350)

1982 TYPE 25 PANEL VAN Four corner drop hydros, refurbished throughout, Kenwood sound system, recon engine 2000cc, MoT 01/06. Too much to list for further info contact 07841610295 £4750 ono (V1349)

1980 T2 RHD AIR COOLED 4 berth Devon conversion rock roll bed cooker fridge sink, no holes in roof, canvas ideal project needs welding £850 Cardiff. Tel: 02920 569939 Offers considered (V1356)

1969 CALIFORNIAN WESTY. Original paint and rot free, 12 months MoT and tax with UK registration, 73,000 miles, drives great. Tel: 07968 902385 or 01984 632209 or email spencersincock2@hotmail.com. Somerset £5800. (V1364)

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2

LITRE 1979 WESTFALIA 3000 miles since engine rebuild, original heater and double glazing (rare!!) all original fixtures none missing, daily runner, give her a drive, never welded London, £9800Tel: 07956 257102 (V1354)

19 VW CAMPER BAY WHITE Orange restored outside, needs finishing inside £3450 ono. Tel: 07746 829689 (V1361)

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1973 1641CC TWIN DELLORTO ENGINE Empi sprintstars, MoT till February, Taxed with original wheels on new tyres £2,999. Tel: 07968 103390 or 01843 227176 Jay. Email: JVP65@aol.com V1346

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KARMANN CABRIO 1976,1303, black with full white interior leather, LHD, thousands spent, lady owner since 1985, very reluctant sale 07734 149126 01732 356721 IDGinbey@JonesDay.com £4,500.00

WHITE CLIPPER CABRIO. 1990 manual petrol.1781cc. 2 door. nice clean tidy car inside and out. elec hood. good history. radio/cass. Thatcham cat 2 security. garaged. loving owner. slight hood damage hence price. a really fun & fast car. mot 04/06 tax 09/05. 01282 770854 07931 369383 £1850.00 Lancashire

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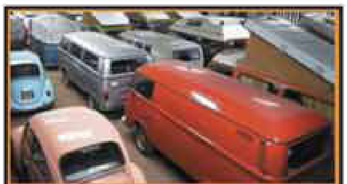

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1972 BAJA 1641CC Tax Exempt, Webber carb, Engle cam, recent re-spray, MoT Nov. Thousands spent, fun car to drive £3,250. Tel: 07887 940582 Email: androoball@hotmail.com N'Hants V1338

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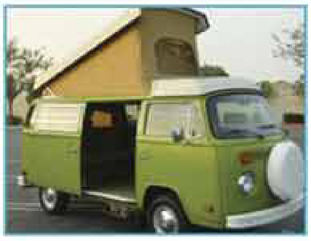
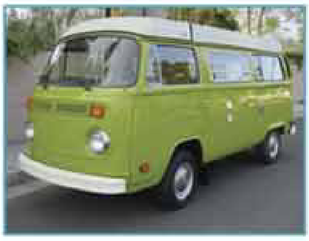
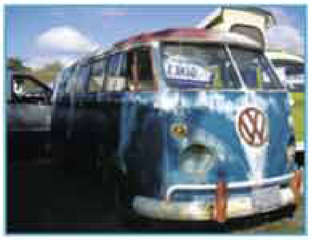


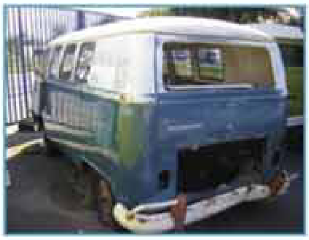
Westy, 79, new Trim and canvess on poptop, T+T £8995



Westy 79, new trim, small amount of mech work needed, no welding, ...£6750



66 Bay Standard, perfect rat bus, needs welding, but outer and inner sills good, panels straight £4750



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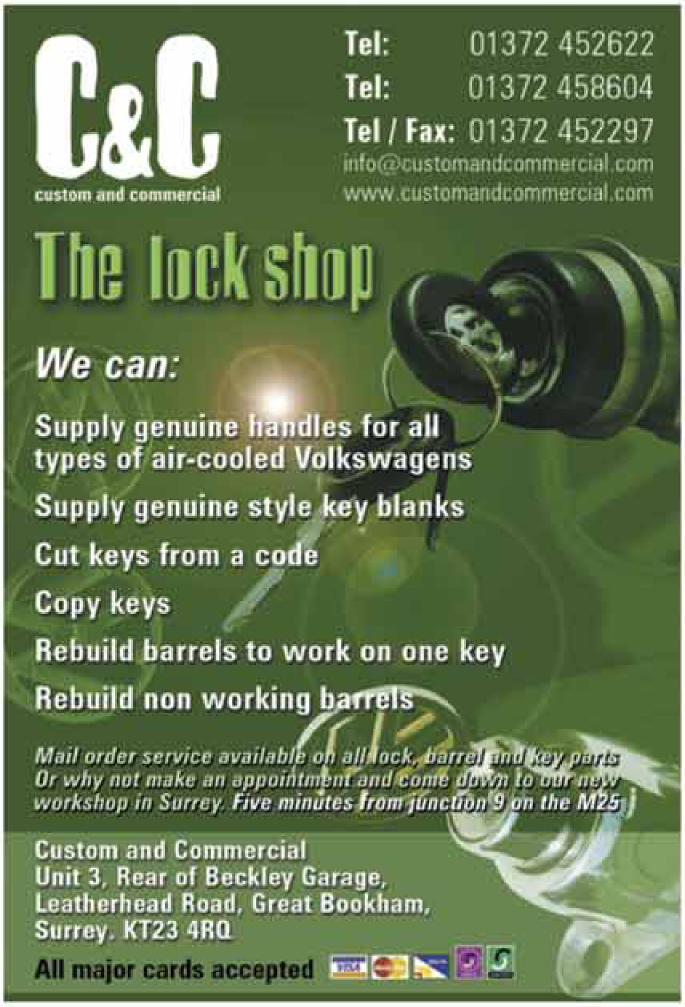

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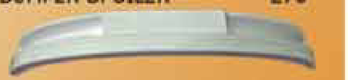

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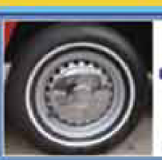

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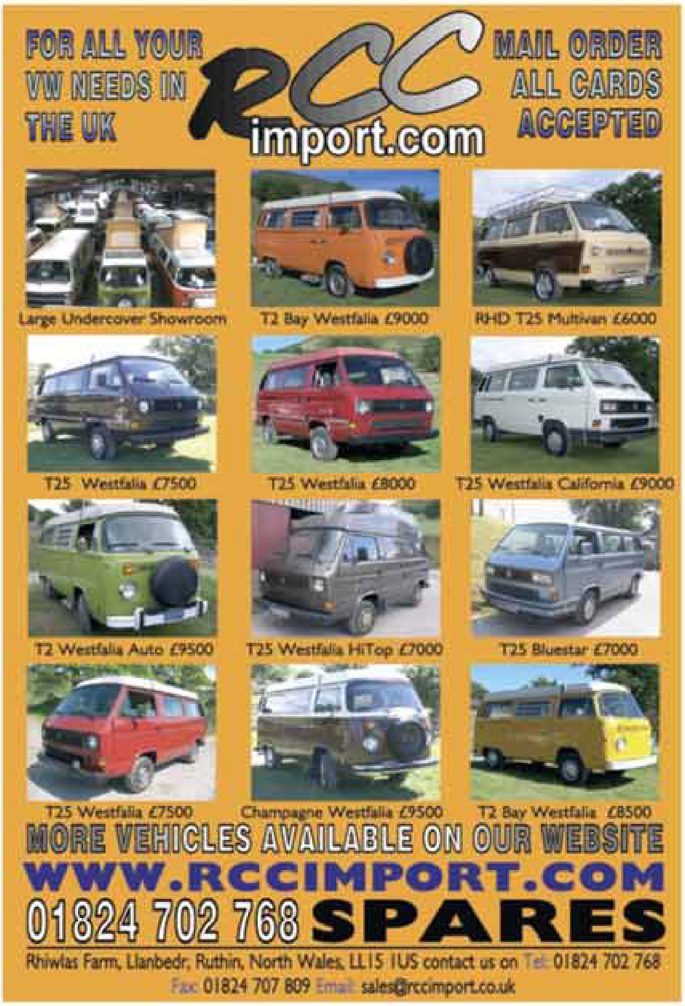

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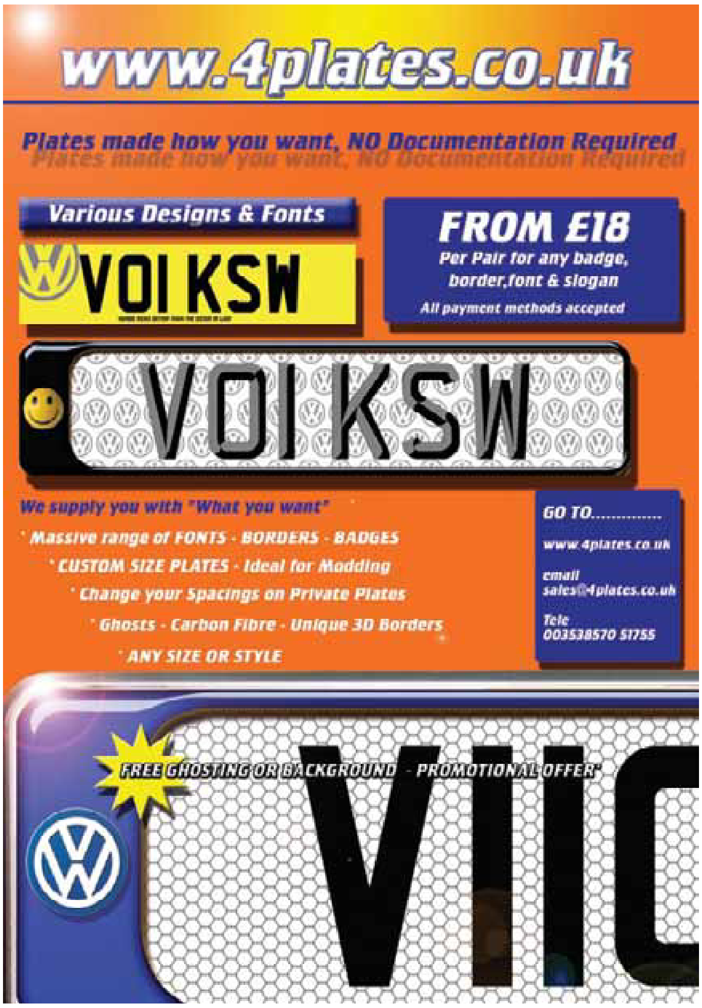

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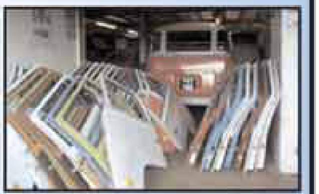

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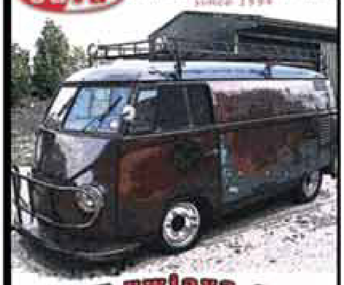

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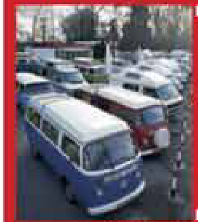

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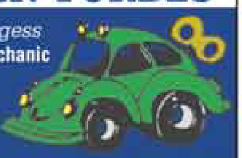

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